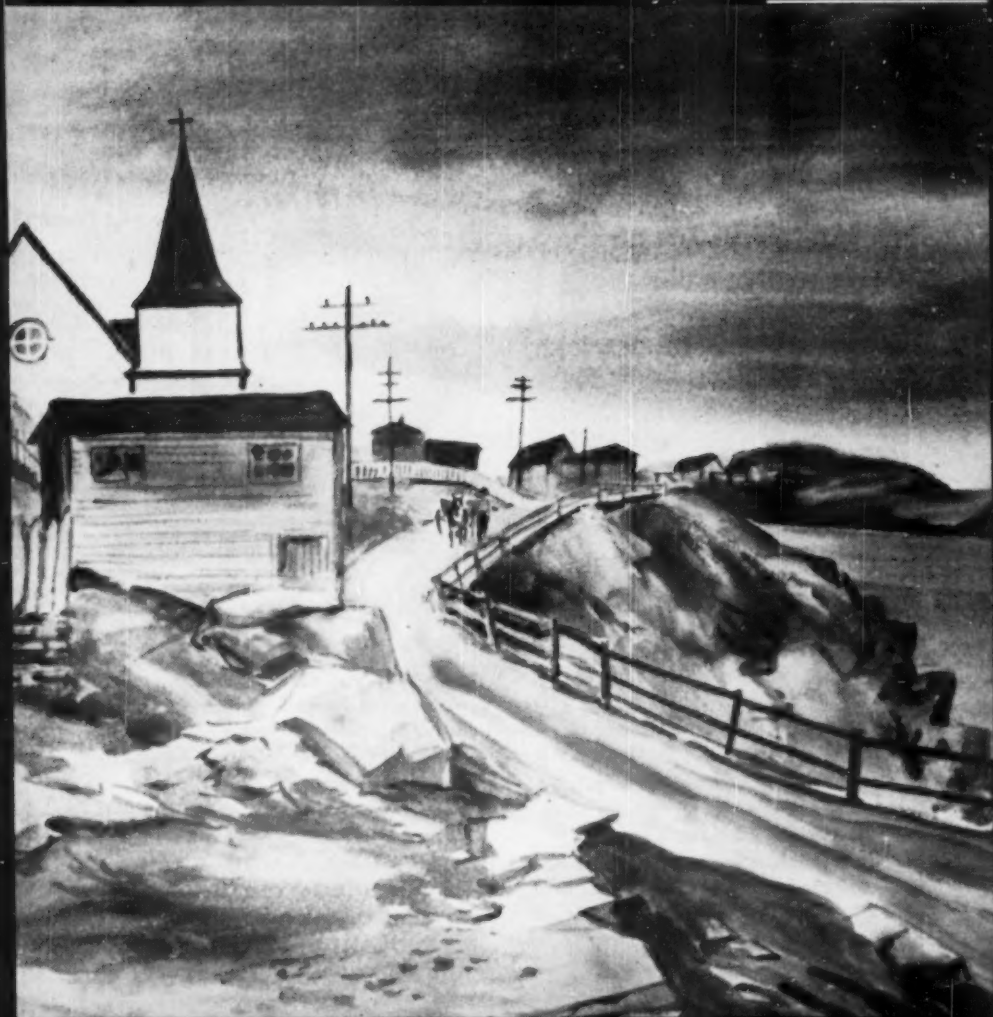
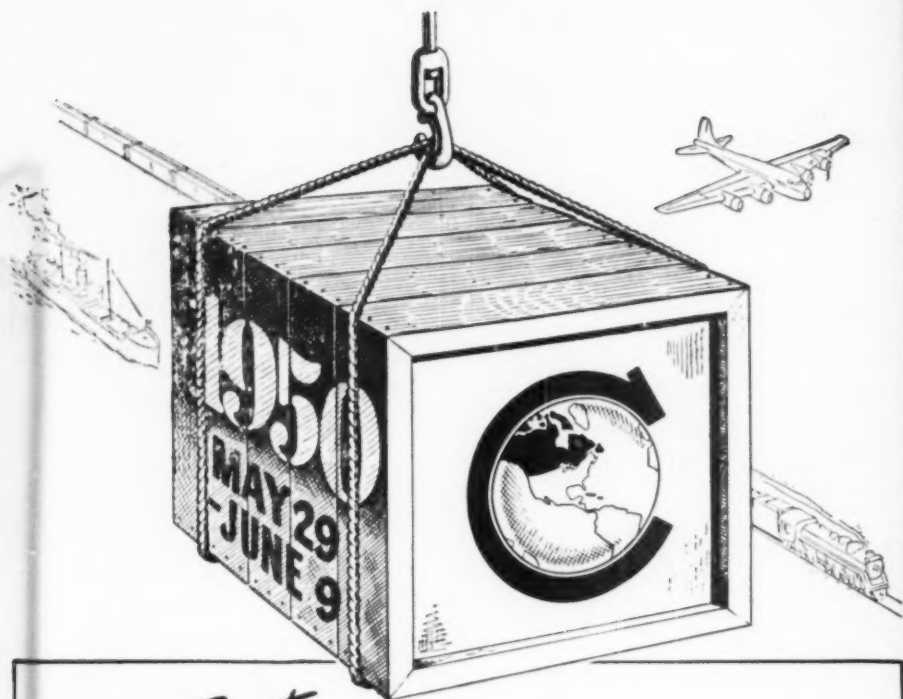


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make Newfoundland better
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promote trade and travel in
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encourage development of the
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foster good relations between
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Atlantic Guardian

THE MAGAZINE OF NEWFOUNDLAND

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Picture Credits: Page 4—Marshall Studios; Page 17—Marshall Studios; Page 30—Drawing by Ina Estabrooks; Page 35—Ronald J. Cooke, Montreal; Page 36—Adelaide Leitch; Page 37—Harry Noseworthy; Page 38 (left)—Adelaide Leitch, (right)—Ewart Young; Page 42 (left)—Marshall Studios, (right)—C. N. R.; Page 44—Metro Photos, Montreal; Page 45—Watercolor by Campbell Tinning, Photo by Raoul Paul; Page 51—Photographic Surveys, Montreal; Pages 52 to 60—Avalon Frampton; Page 61—Marshall Studios; Pages 62 to 67—Avalon Frampton.

Cover Picture: Montreal artist, Campbell Tinning, who spent two months in Newfoundland last summer doing water-colors of scenes at Port de Grave and Channel, says: "The aspects of a country that impel a painter to work are in those places in force." For further pictures and Mr. Tinning's impressions of his Newfoundland visit see page 44. (Painting by Campbell Tinning, photo by Metro Photos, Montreal).

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N E W F O U N D L A N D



I love any discourse of rivers, and fish and fishing:

—Izaak Walton, Compleat Angler, Epistle to the Reader.

● The tall tales told by the amateurs, and even by the masters, of rod, reel and line are legion. Does not the good angler kneel nightly by his bedside and pray:

"Lord, grant that I may catch a fish
So Big that even I,
When telling of it afterward
May never need to lie."

But now and again some fishermen do tell the truth. Mostly when they dare not do anything else because the all-seeing eye of the camera has recorded the exact size and nature of the catch.

We have no hesitation therefore in passing on to you the story of how the trout illustrated here—the trout is the one on the left—was caught last summer by the combined efforts of Cyril Marshall, Ern Boone and Stuart Godfrey.

It seems that Mr. Marshall—the one on the right—Mr. Boone and Mr. Godfrey were members of a party which last year under the auspices of the Newfoundland Forest Protection Association travelled right across



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Left to Right—Trout, Cyril Marshall
Newfoundland, along the railway line,
by speeder. A tough, four-day trip
from Tompkins to Clarenville.

The Forest Protection Association
was demonstrating some aspects of its
work, and the necessity for that work.
Mr. Boone and Mr. Marshall were
along to take photographs and observe
and report for Atlantic Guardian. Mr.
Godfrey was an interested observer
for the Department of Education.

Well, after arriving at Clarenville
the party made a side excursion by
car along the Cabot Highway as far
as Arnold's Cove and it was on the
way back to Clarenville that the
episode which we are about to relate
(and about time too, you long-wind-
ed Waltonian—Ed.) took place.

The way we got it from our Mr.
Boone was that he and his two com-
panions, travelling in a car separate
from the rest of the party were sud-
denly seized of a terrible thirst. A
stream of clear, cool sparkling water
ran nearby and they simply had to
refresh themselves from its limp
purity.

So they stopped and got out and
after a short interval Mr. Marshall
looked over the bridge which spanned
the stream, and spied the trout.

Instantly the angling fever came
upon him; his eyes glittered feverishly

ATLANTIC GUARDIAN

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P.C.251

as he looked about for some method of luring this monster of the deep into a frying pan.

He found an old piece of fairly stiff wire, a common pin and a shoelace. Then he turned over a rock, flung himself upon a worm, subdued it after a titanic struggle, and was all set.

The tempting morsel was dangled before the nose of the trout.

He bit.

There was a flurry of excitement, a thrashing of water, a shout of triumph and the trout was flopping wildly on the shore.

The drama of it all, Mr. Boone assures us, was terrific.

To record the event for posterity the accompanying picture was taken and will be forwarded to the Smithsonian Institute.

● The publishers of Northern Review, a literary magazine published in Montreal, want us to let our public know that they are offering two prizes of \$100 each—one for poetry and one for fiction—to be awarded on the basis of work published in the magazine during the coming year.

The Northern Review is, we understand, a "little" magazine interested in the encouragement of Canadian writing. Its standards of literary excellence would, we expect, be different from those of the generality of publications and there might be an opportunity for some good Newfoundland writer to reach an audience through it.

The judges for the poetry award will be Dr. A. J. M. Smith, editor of The Book of Canadian Poetry, Mr. Alan Crawley, editor of Contemporary Verse, and Prof. L. A. MacKay, Canadian writer now professor of classics at the University of Cali-

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TODAY

fornia. The judges for the fiction award will be Dr. H. G. Files, head of the Department of English, McGill University, Mr. Earle Birney, well-known Canadian writer, and Professor Douglass Clarke of the faculty of Sir George Williams College.

The following conditions apply to both contests:

(1) The award for poetry will be made to the author of the best poem or group of poems accepted by the editors and published in one of the next six issues of Northern Review, beginning with the issue for October-November, 1949, and ending with the issue for August-September, 1950.

The award for fiction will be made to the author of the best short story or selection from a longer work of fiction accepted by the editors and published in the magazine during this same period.

(2) Any writer born or domiciled in Canada is eligible.

(3) There are no restrictions on the theme or form of the material submitted.

(4) Poems may be of any length, but fiction must not exceed 6000 words.

(5) Manuscripts previously published will not be considered.

(6) The same author is eligible for both awards.

Manuscripts may be accepted for publication at any time between now and July 15, 1950, the deadline for contributions to the issue of Northern Review for August-September, 1950. They should be addressed to The Editor, Northern Review, 2475 Van Horne Ave., Montreal, Quebec, and must be accompanied by a stamped, self-addressed envelope.

Anyone desiring further information should write to the editor at the same address.

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● "When every active case of tuberculosis in a community has been found and isolated, then, and only then, will the spread of the disease be stopped and its control assured."

The above quotation is from an editorial in the December issue of The Northern Light, organ of the Newfoundland Tuberculosis Association.

Throughout its December issue The Northern Light stresses the importance of everybody, of every age and no matter how healthy he may think he is, getting an X-ray when the opportunity is offered.

The Newfoundland Tuberculosis Association is doing a job second in importance to none in the country and every Newfoundlander should co-operate to see that job through to the end.

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Letters

Thank you, Mr. Smith.
Editor, Atlantic Guardian:

I want to extend a word of appreciation for the many hours of genuine pleasure your magazine has given me since it first came to me as a Christmas gift two years ago.

I want especially to thank your contributing editors and other correspondents for their part in your great work. It has been a great joy to go back over one's boyhood with Ron Pollett, to smell once again the clean fragrance of birch billets and taste the sharp tang of the marsh-berry. "The Dicky-Bird Dish" was for me as real a Christmas gift as any I hoped to find under the tree.

And then there is Rose Sullivan who brings you back up the old "slide-path" and makes you hanker for "pork scrunchin" cakes and "lassy tea". And Eli Miles who puts his soul into the things about which he writes and is ever looking to windward.

You have a great crew and a stout ship, Mr. Editor. Sail on, and on.

—GEORGE SMITH.

Allston, Mass.

We Stand Corrected.
Editor, Atlantic Guardian:

In the article How Bragg's Island Got Its Name (October '49) the writer places Bragg's Island as south-east by south from Cape Bonavista. If one were to sail on the course described he would immediately find himself on the broad Atlantic, with no land in his way except possibly the bleak island of Baccalieu. I presume the writer meant north-west by

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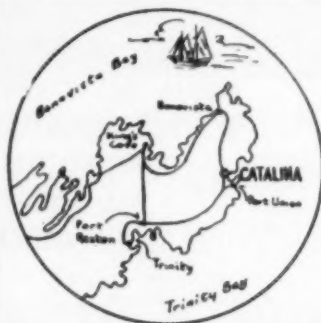
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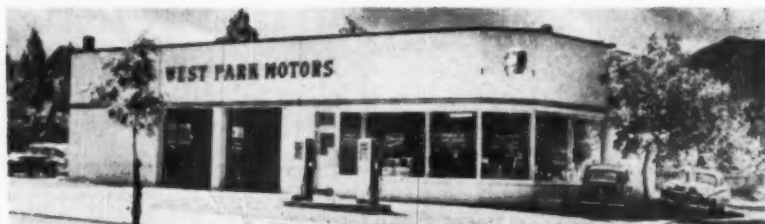


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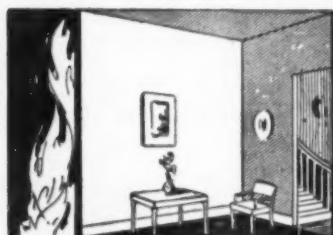


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north which would take him up Bonavista Bay from Cape Bonavista.

I have sailed all the eastern coast of Newfoundland from Cape Bauld to Cape Race many times and, although I have not seen any of the places mentioned for 47 years, my memory is keen, and I know all the headlands and many of the bays and harbors on that coast.

—ESAU MOORE.

Brooklyn, N. Y.

We Won't!

Editor, Atlantic Guardian:

Enclosed herewith is my cheque for renewal of the Atlantic Guardian for 1950—and don't you dare miss a copy of it, for we still love the land of our birth and your pictures and articles are a source of great pleasure to us, and may 1950 be a banner year for your wonderful magazine.

—W. K. LeDREW.

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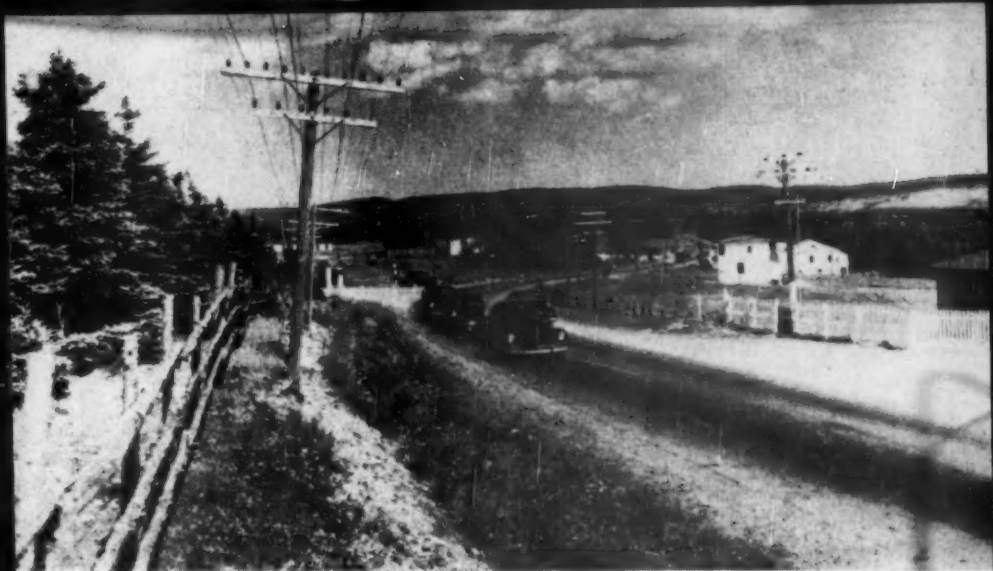
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CAR PARADE OF 1950

by RONALD J. COOKE

THERE was a time, not so many years ago, when all the new cars seemed to appear about the same time each year. This period was usually in the early spring. But during the past few years the date when the new cars made their debut has been both pushed ahead and pushed back. Some of the first of the 1950 models came out in mid-summer '49, while a few stragglers are still to be heard from.

You won't see many drastic changes in the domestic cars this year, and the same thing applies to many of the imported models. This is not generally a year of major changes. Some manufacturers are now adding minor changes every month or so, rather than lump them together and call it an entirely new car. A few firms are making no changes in

their 1950 cars—they are the same as the 49's. Two firms will announce a new 1951 about the middle of 1950.

In an effort to earn badly needed dollars Britain is exporting more cars than ever before. New models contain many improvements most of which are designed for the overseas buyer. British cars are getting somewhat larger too—a sort of compromise between the large American car and the diminutive English models.

While delivery is immediate on most English models the situation is generally not the same on Canadian cars.

Newfoundlanders who want to see and examine these new models at close range will be able to do so at their local automobile dealers, from whom further information and prices may be obtained.



STUDEBAKER—The "next look" lines of the 1950 Studebaker passenger cars are readily discernible in this four-door Champion sedan. In addition to the advanced styling there is new riding comfort as a result of self-stabilizing coil spring front suspension. Luxurious interiors, maximum space characterize all Studebaker models.

FRAZER—Style leader of the 1950 Kaiser-Frazer sedans is the Frazer Manhattan. A new grille, bumpers and deeper body panels give the luxury model a lower appearance to match its three extra inches in length. Interiors, which feature a new instrument panel and chrome fittings, are available in a variety of colors and fabrics.

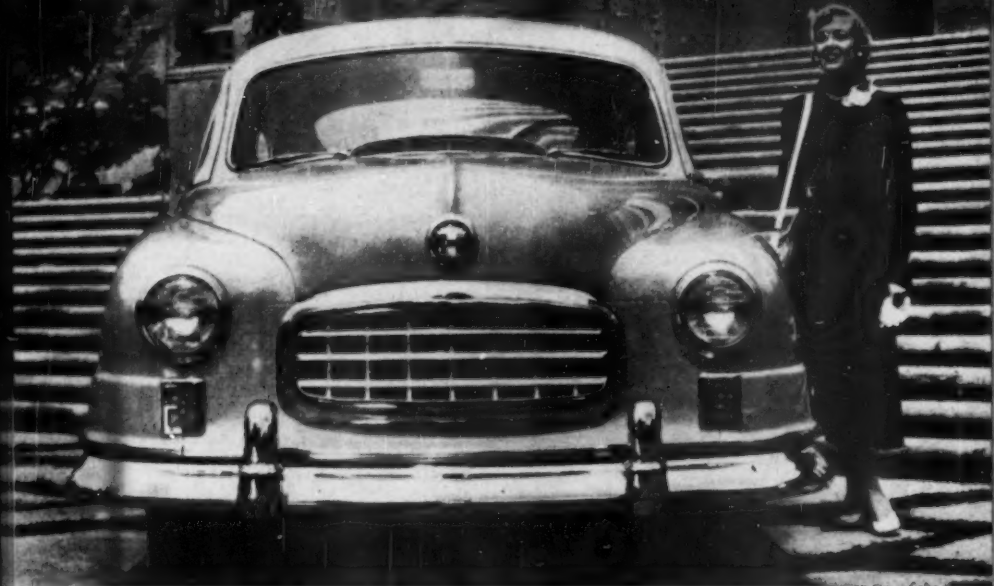




KAISER—Everything but the proverbial kitchen sink fits into the Kaiser Vagabond, new multi-purpose Kaiser-Frazer utility sedan. The two hinged rear panels open up into 130 cubic feet of interior cargo space when the seat cushions are folded, still leaving plenty of front seat room for a vacation-bound family of four.

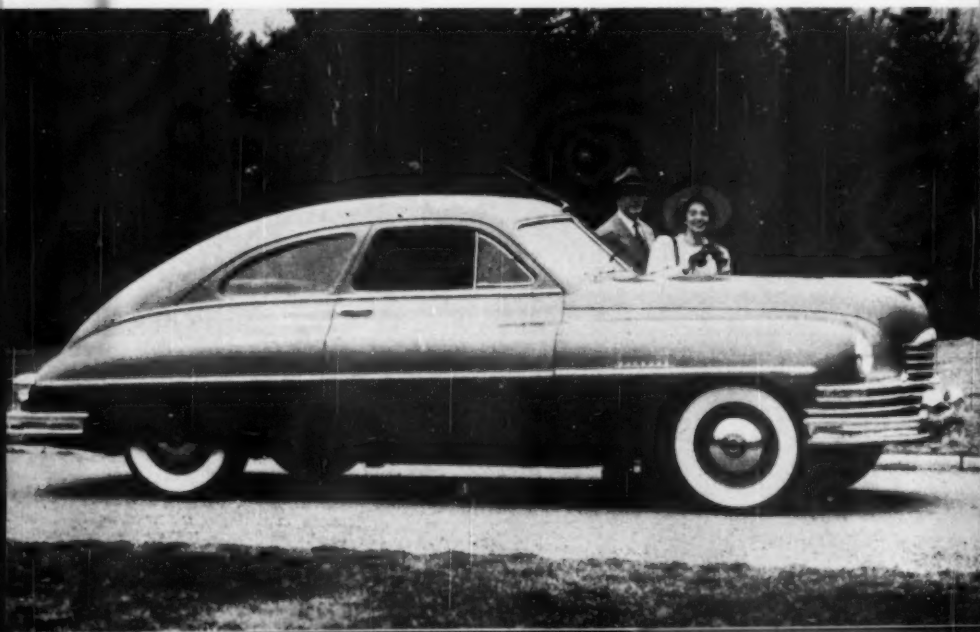
HUDSON—Pictured is the new Pacemaker four-door sedan, Hudson's entry in the lower priced field. It is a compact, five foot high car incorporating Hudson's exclusive "step-down" design and offering more inside room and a lower center of gravity. The Pacemaker has a wheelbase of 119" and an over-all length of 201 1/2".

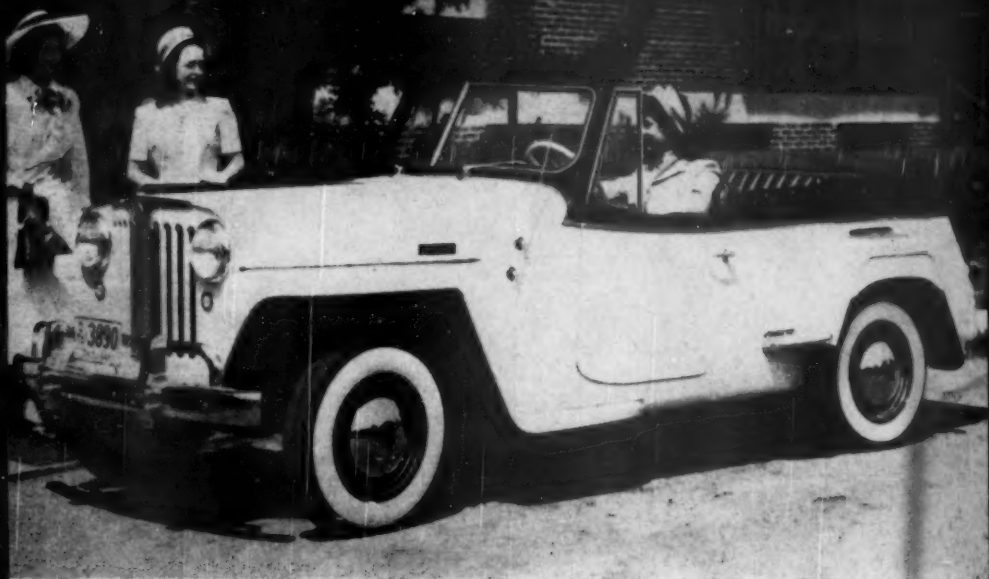




NASH—Smooth aerodynamic design and road-hugging massiveness are features of the front-end treatment of the 1950 Nash Airflyte cars. 1950 Nash cars are enhanced by larger bumper guards complementing the familiar racing-type air scoop. Included as standard equipment is the curved one-piece windshield.

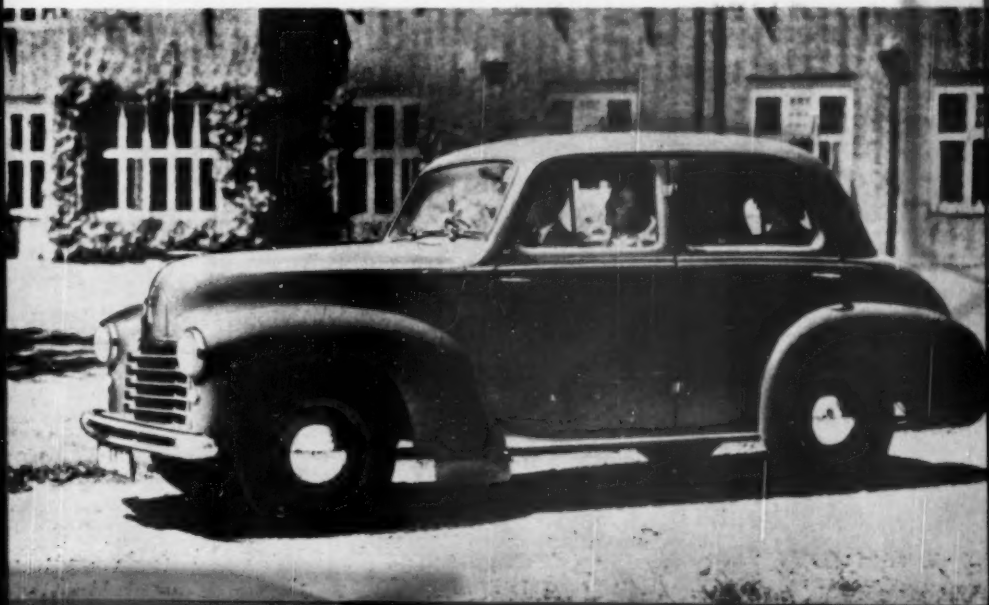
PACKARD—Price leader in the new Packard line is the Eight Club Sedan pictured here. The Eight offers 135 h.p. on a 120 inch wheelbase. The new models include sound-proofing and improved ventilation. Note the graceful lines of the new Packard. It is truly a beautiful automobile.





WILLYS—The Jeepster (4 and 6 cylinder) has a double personality. Outwardly, it is sporty and gay—a dashing, sleek sports phaeton with crisp, smart continental lines, which attract admiring glances everywhere. But beneath the Jeepster's shining surface lie two sterling qualities—economy and usefulness.

VAUXHALL—This English car is available in the six-cylinder Velez, introduced to Canada last year, and the four-cylinder Wyvern, which combines low fuel consumption with efficiency of operation. The new 1950 Vauxhalls are equipped with larger tires of low-pressure design mounted on wider rims.





HILLMAN—All seating, contour-correct, is situated well within the wheelbase of the new Hillman Minx which incorporates 18 advanced features based on careful research. This English-made car is well known throughout the world for sturdiness, dependability and economy of operation.

AUSTIN—This Atlantic Sports Sedanette has a fabric covered steel roof. Both rear and side windows open. The 90 h.p. engine has dual carburetors. The model illustrated seats 5 persons. (The Austin Sheerline Limousine seats 8 and is one of the big 6 cylinder English cars).





MG MIDGET—This popular English car was first built in 1929 as a sports car and since then the company has used stock models to break many records. Speeds of up to 100 miles per hour have reportedly been attained. For economy-minded motorists who want a smart car, this is the answer.

STANDARD—On the right is the Standard Estate car produced in England. A 5-6 seater, it features fine quality leather upholstery, column gear shift, and a new grouping of instruments so that they are opposite the steering wheel. At left is the Vanguard. Both cars are very popular in the United Kingdom.





FIAT—This little Italian car comes in a variety of models. On model pictured, the roof can be opened. Sides are of ash and masonite with weatherproof fabric roof. Speeds of 60 miles an hour with about 56 miles to the gallon are claimed. This makes the Fiat the car for economical operation.

MORRIS—This English-made Convertible features four wheel hydraulic brakes, extra large luggage compartment, inter-axle seating, plus mono-construction all-steel body. New engine design is said to give greater mileage per gallon. The Morris is a comfortable car to drive in, for long or short trips.





PONTIAC—The 1950 models, of which there are 21, offer more than a score of appearance and mechanical changes, including rubber rear spring bushings to eliminate road shock and power transmission noises. Shown here is the Chieftain four-door sedan.

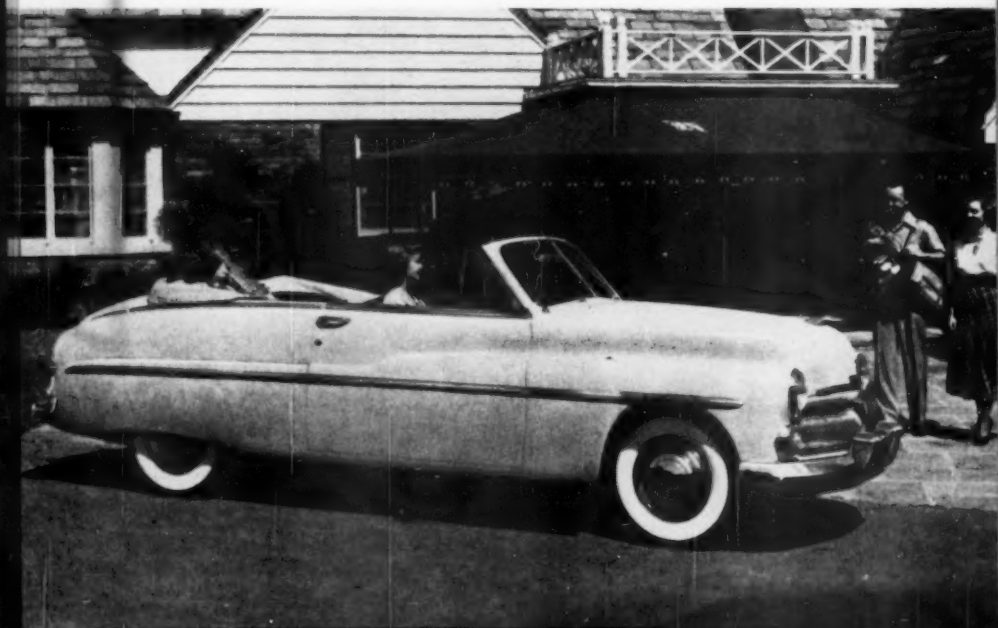
CHEVROLET—Shown here is the Fleetline Deluxe two-door sedan, one of 11 models available in the 1950 Chevrolet line. New cars offer increased horsepower, new carburetion, a re-designed front grille, and improved body construction. The Chevrolet is available in a variety of body colors.

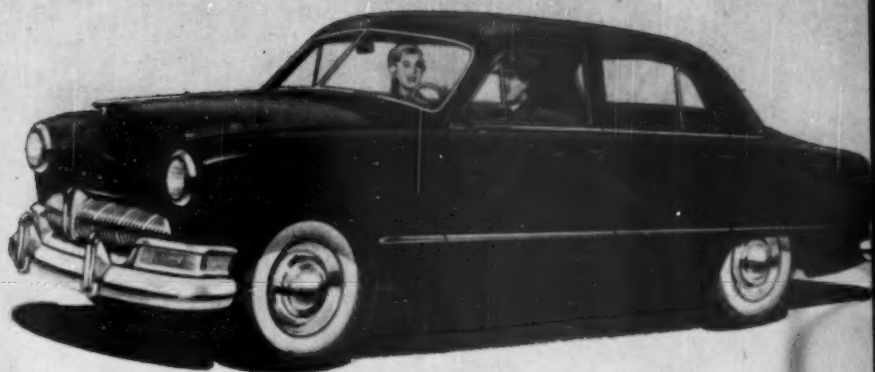




FORD—Automatic overdrive as an option, is one of 50 new functional and style features of the 1950 Ford line, which includes the Custom Deluxe sedan shown here. Front end changes include the re-designed hood ornament, new grille, and re-designed parking lights. The '50 Fords are now on display.

MERCURY—Convertibles like the one shown here, are included in the 1950 line of Mercury passenger cars. Among the new Mercury's features is a completely re-designed instrument board with speedometer, gauges, clock and radio dial mounted behind a single, clear plexi-glass panel.

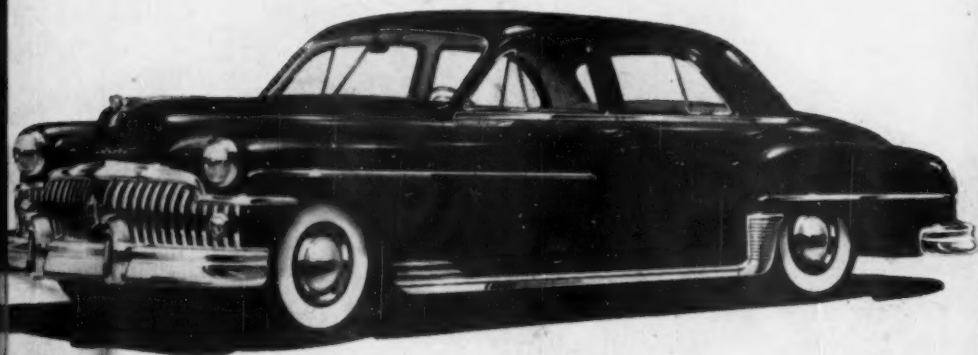




METEOR—The Custom Deluxe sedan shown here is typical of the new Meteor passenger lines for 1950. Automatic overdrive is an optional feature on all models, which this year will include convertible club coupes and station wagons. A wide choice of colors is offered.

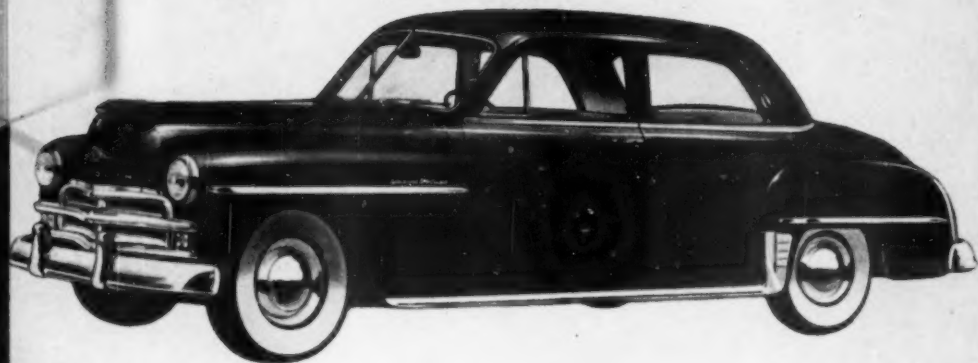
MONARCH—Features of the 1950 Monarchs include new front grille and a completely re-designed instrument panel which is deeply recessed to avoid glare reflection upward onto the windshield. This car has interior sound-proofing and, as last year, optional automatic overdrive.

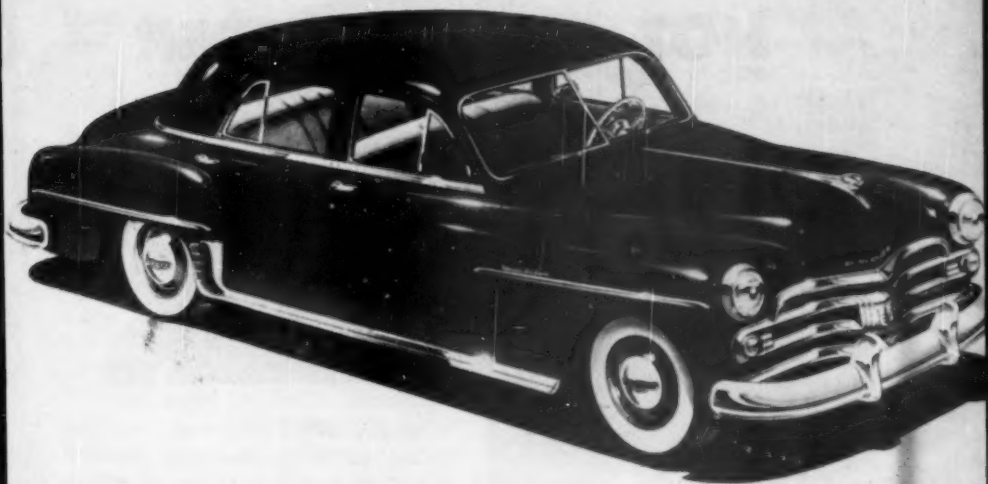




DESOTO—The new DeSoto Custom 4-Door Sedan shown here possesses greater visibility, riding comfort, improved performance and economy, and many new style features. The famous DeSoto "Tip-Toe" shift standard on all DeSoto models, eliminates shifting gears in all normal driving.

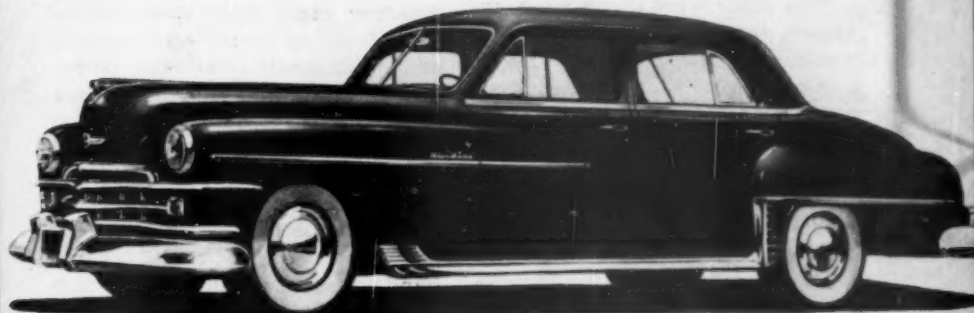
PLYMOUTH—Ample headroom, leg room, seat width, and famous Plymouth restful chair-high seats are roomy comfort features of the new 1950 models. In addition to the Plymouth Special Deluxe Club Coupe shown here, there is a Special Deluxe 4-door Sedan, and Deluxe 4-door Sedan, Club Coupe, and 2-door Sedan.





DODGE—A longer, lower, and wider appearance is a feature of the new 1950 Dodge models. The largest rear window in Dodge history adds greatly to the all-round visibility feature in this new model. Safety Rim wheels and Super cushion tires are standard equipment on all Dodge automobiles.

CHRYSLER—Wider treads, new rear fender and moulding treatment, massive new-design bumpers and grille, together with the greatest all-round visibility ever offered are distinguishing features of the 1950 Chrysler models. A Club Coupe is available in the Chrysler Windsor series as well as the 4-door Sedan shown above.



HOT

SUPPER



A Short Story by ISABEL SCOTT CORBETT

WE DON'T see the vessels coming into the harbor nowadays like we used to years ago. Most all the schooners got engines in them now, and don't stop for wind nor weather, and the steamers take the fishermen back and forth to the Lardor, instead of them going and coming in the holds of schooners.

This place went down when the vessels stopped coming in against weather, or over Sunday. Why, I mind the time once when there was over two hundred sailing vessels in Come Again harbor at one time, and a beautiful sight it was. And some great hot suppers we had them times.

I was up on the roof of me house, one day, fixing me funnels, and the missus was up in the cabbage garden. 'Twas a fine

marnin', but I knowed we was going to have weather, because the glass was bottom up; and sure enough early in the evening, about three or four o'clock, she begin to blow up from the nor'east, and the schooners started to come in the harbor. The first ones sailed right on in to the bottom, cause they knowed there was plenty more behind them, and you'd have thought they was going on across the island, till they let down their sails, and dropped their anchors, and a prettier sight you never seen than a vessel under full sail, running before the wind.

The harder she blowed the more they come in, and the once they was reefed, and by and by towards night they was double reefed. You could see them all along the mouth of the harbor between the two points, because they had to come most over to Windy Point before they could turn to come in the harbor, and then they come in like a gull, straight as a die for their berth.

I was having the full of me hands to stay on the roof by this time, and was just coming down, because the wind was blowing too

hard to fix the loose shingles, when I sees the missus coming down from the garden with her apron full of cabbage. She went in the back kitchen, and then she come out by the chopping block, and got a pan full of chips.

"Now," I thinks to meself, "I'll soon find out if me funnels is fixed proper."

Then she come out again, and sung out. "Anoch!" says she, "Where is ye?"

"Up yer," I says.

"Well come on down then," she says. "The Larbardormen is coming in fast, and it'll be a good night for a hot supper. We ought to make thirty or forty dollars towards the church organ tonight."

The missus was president of the Ladies' Aid that year, not but what she wouldn't be the head bejector anyhow. She was out in the garden back of the house clawing up the turnips and carrots and parsnips by this time.

"You go out in the store and bring me in some pork and beef," says she, "and then go up in the potato garden and get some potatoes for me. There's some early roses over by the fence. Don't touch them black minions, mind."

I got her meat, and took me prong and headed for the pratie garden. When I come back she had the kettle boiling, and some loaf and partridge berry jam on the table.

"You better eat now," she told me. "I'll be up in the hall all night, and you won't get no tea home. You can have some pork and cabbage up there after the Larbardormen is fed."

"That's what I was 'lowin'," I

said. "Better heave us up another cup of tea, missus, and shove along that crock of jam."

"Now, I wants you to take up some notices for me," she went on. "Put one in the office—they'll be there sending their messages—and one in the Union Store and one to Mr. Dean's shop; and go up to the schoolhouse and tell the teacher to give it out in school, so's the women'll know. And tell Bob to come right home from school, I wants him to take some notes to the Aid women for me. Best go to the school first," she finished up.

"Missus," I says, looking through the window, "I believes there's someone up in your dogberry tree. I can see the branches shaking."

She tore out of the house, and the once came back panting. "Them Larbardormen!" says she. "Claimed they was wanting to buy some cabbage. Said they had a sick woman aboard. I told them they's get their cabbage cooked for them in the Orange Lodge tonight. Sick woman! Humph!"

I went down to the stage head, and got me punt. It was blowing pretty hard outside by this time, and the breakers was rising a nice bit out from Windy Point. The fog was coming in, and the fog horn was blowing, but it got to be pretty stormy before it gets bad in Come Again. One of the safest harbors on the coast, it is.

I went over to the schoolhouse first, and then I walked down to the post office. There was a bunch of Bonavis' Bay fellows in the outside office, and Miss Hanson was inside sending messages for what she was worth. The once she come over, and got a new lot

of names. "Same message?" she asks.

"Yes miss," said one of them. "Arrived at Come Again. All well. Waiting a time."

"I hopes we gets a time quick," said another. "There's sixty souls aboard o' we, and our grub is runnin' out. You gets awful tired of duff and gandies. I'd give a quintal of fish for a good meal of pork and cabbage."

"You'm goin' to get it," says a fellow who was looking at the notice I was tacking up on the door, "and 'taint goin' to cost you more than thirty cents."

The others come over to look, reading it off,—*"Hot Supper Tonight in the Orange Hall. Price thirty cents. Come one, come all."*

Just as I was leaving Miss Hanson put her head out through the wicket. "Skipper Enoch," says she, "Are you going up in the harbor?"

"Yes miss," I says. "Anything I can do for ye?"

"Would you take this message for Mr. Dean? I can't get away from here." I pocketed the message, and rowed on up in the harbor.

When I got to Dean's wharf, I had to climb over ten or a dozen punts to land, and hardly got in then, only one of the young fellows hauled some of them over.

"Thank you, me son," I says.

"Never mind the thanks, Sir," says he, "I got a backload of them aboard."

Just as I got to the wharf, Captain Dick Thompson come ashore from his vessel. She was a beauty white three master, one of the coasters that carried freight. He was one of the youngest captains

running, and a daredevil sort of fellow. I was acquainted with him from other trips, and I took out me pipe and nodded to him as he went up the wharf.

I found Mr. Dean over by the salt store culling fish, and give him the message, then I went on up to the shop. There was a bunch of fellows from Bay Roberts sitting out on the rocks. I always knowed where they all come from by their talk. In the shop a crowd of Twillingaters was sitting on boxes around the beehive stove, eating apples and soda biscuits, and yarning. Captain Dick was leaning over the showcase looking at the brooches and hatpins, and Grace, Mr. Dean's daughter was serving Aunt Jerusha Bidcock on the other side of the shop. Grace was a fine looking malden, and Cap'n Dick had an eye for a pretty woman. Besides, I'd heard before that he was sweet on her. She pretended to be taking no notice of him, but them was the days when a woman stood by her looks, and didn't cover them up with powder and paint, and I could see the red burning in her cheeks.

Aunt Jerusha was taking her time picking out some smoky cotton. She rubbed it between her fingers, and felt of it. "That's a nice piece of goods," she said at last, "weigh me out them two pieces, my maid."

I thought she was done then, but she up and asks: "You got any new pound stuff in, Gracie?"

Thinks I to meself, "If Aunt Jerusha ever gets into the pound stuff, I'll never get me baccy and shingle nails," so I speaks up, "Mis' Bidcock, the Missus is get-

ting ready for a hot supper to-night. She was writing a note to you, but I 'low you 'a'nt got it yet." Aunt Jerusha was second hand, and was right tight behind the Missus when there was a time on.

"Well then, Grace, I'll take a note for the rest of that fish," says she, "I better go home and put on me pot," and with that she picked up her smoky cotton, and her bottle of liniment and flaked off. Cap'n Dick give me a wink, and Grace hove the rest of the smoky cotton under the counter, and come over to where we was.

"You better look after Cap'n Dick, Gracie," I says, "he was here first."

"I'm in no hurry, Miss Dean," he says. "You fix up Skipper Enoch."

"I just wants a stick of Imperial and a pound of shingle nails," I says. Cap'n Dick he talked away to me about the weather and the fish, watching her while she was weighing out the nails, and when I leaved, he was leaning across the counter towards her, and she was blushing but holding her own with the talk. She had her head screwed on right, that girl.

When I got home the Missus was still buzbrewin' around. "Anoch," says she, "I won't be able to go on the flake this evening. By the time I gets the fowls fed and the goat milked I'll have to go to the hall. You bring me pot up when you're ready." She was tying black sewing cotton on her forks and knives while she was talking, and putting them into her carpet bag with her big white apron.

By the time I come back up

from the room she was gone. I put another junk of wood in the stove, and got meself a cup of pot liquor, before I went up to the hall with the grub.

Up in the hall the women was tearing around setting the tables, the older women in their big white aprons, and the young ones with the little fancy things they called tea aprons. There was a great smell of pork and cabbage, and a few Larbardormen was sitting around the wall, looking with longing eyes, at the pots crowded around the stove.

I went to the anteroom to look for the Missus, and another bunch of women was in there taking the Ladies' Aid dishes out of a trunk. There was plenty of talk, but them women didn't waste no time, and 'twasn't long before they was serving a tableful of Larbardormen. And them fellows could certainly heave the grub into them, but there was enough for all. They paid their thirty cents, and they got the worth of it.

"Will you have another helping, Mister," says Aunt Jerusha to one of them.

"No ma'am," says he. "I'm chock full to the bung."

When they was done they moved off and sot down on the other side of the hall or walked around outside for a spell. The porch was full of young fellows, and every time one of the maidens went out, they'd say to them, "Take company, miss?" but was took no notice of.

They kept on coming, and the two long tables was filled up over and over. The once they was pretty well all done, and the men belong to the place come in and

sot down. We wasn't no more than done when the women was hauling the cloths from under our dishes, and the young fellows knocked down the tables to clear the floor for games.

The older women was in the anteroom washing up the dishes, and the Missus and Aunt Jerusha and Mis' Dean was countin' the money over in the corner of the platform, but the young maidens had their tea aprons off, and was leading off with "King William was King George's son."

I was sot down on the other side of the hall, yarning with a few old fellers from Trinity Bay about what kind of a summer it was on the Larbador, and the price of fish, but I was keeping an eye on the rings. The once they switched over to "Sailing in the ship 'til the tide runs high, Waiting for the pretty girls to come by and by," Cap'n Dick Thompson was in the ring, his black hair shining, and his eyes sparkling. He was looking the girls all over, and when it come to "Choose your partner now today," he reached out for Gracie Dean, and hauled her in with him. Young Jack Stocking got as black as a thundercloud, and kept getting madder and madder, as the game went on to the end: "Give her a kiss and send her away."

Jack had been courting Grace, and sometimes she was nice to him, and sometimes she took no notice of him, especially when Cap'n Dick was around. The girls was all having a grand time, and soon Cap'n Dick wasn't the only one to get black looks, for when it wasn't a Twillingater in the ring it was a fellow from Wesley-

ville or Trinity Bay, and the once the Come Again fellows got tired walking around, and got out of the ring, but the singing was still going on, "Come choose to the east, come choose to the west," the Bonavis' Baymen stampin' it out in their long boots, as they went around.

Twelve o'clock they clewed up and went home. 'Twas as dark as pitch, and rainin' by that time. I lighted me lantron and waited for the missus to lock up, and seen the lot clear out, and I didn't have to hear the schooner's conchs when we was on our way down the harbor to tell me that Gracie Dean wasn't the only girl that had someone from a vessel see her home.

The wind was beginning to veer off, and by dawnin' it was a free wind up the coast. I could hear the heavin' up of the anchors, and the bawlin' as they hoisted the sails. By dawnin' the harbor was empty of everything, except a bully with a load of wood from the bay, and a fore-and-after loading fish at Dean's wharf.

When I got the fish spread I went over to the office, because I hadn't been able to get within a gunshot of the news book when them Larbardormen was around.

Miss Hanson was in the inside office ahookin' of her mat. I looked in the wicket and bid her the time of the day.

"Quiet around today, Skipper Enoch," says she.

"It is that, miss," I says. "We misses the schooners when they goes out. Them fellows'll be most all home be night, though."

The machine commenced to click then, and she went over to

take a message. By the time I read that the Prospero was delayed with the storm, she had her hat and coat on.

"You going up the harbour, Skipper Enoch?" says she.

"Yes miss," I says. "You comin'?"

"I have a message for Mr. Dean," says she, and with that she locks her door, and walked down the wharf with me. I always liked to have Miss Hanson in the stern of me punt. A pleasant person she was, and always knowed all that was going on, but never said a nasty word about anybody.

When I got to Dean's shop, Jack Stocking was there, making hisself at home, and Grace Dean was talking to him like she was enjoying it, but he cleared out when I went in, sayin' something about shipping fish.

"Nice time last night, Grace?" I says.

"Yes," she says with a blush and a sigh. "But 'tis soon over."

"Fine fellow, Cap'n Dick," I went on.

"Well, I don't know, Uncle Enoch. He's good looking all right, but you can't trust those fellows any further than you see them. They're lots of fun though, and they sure make the Come Again boys sit up and take notice."

Just then the door opened, and in walked the Missus and Mis' Dean, back from clearin' up the hall after last night.

"It was a good time," says the Missus, "and we got forty seven dollars and sixty two cents towards the new organ. I believes 'twas the best hot supper we've had the year."

W. E. Foulkes, left, president of Vimy, C.N.R. Quebec Branch No. 47 of the Canadian Legion, presents a plaque bearing the Newfoundland Coat of Arms to Willis White, president of the Newfoundland Association of Montreal. Said Mr. Foulkes: "The Newfoundland Society has been renting our hall on Cathcart St. for many years for both business and social occasions, and our branch thought it would be an appropriate gesture if we presented the association with this little memento to mark the entry of Newfoundland into Confederation."





Today a son of the late Dr. Harry Paddon is carrying on the tradition of Grenfell Mission service. Friendly, unassuming Dr. 'Ton' Paddon (shown at left) is welcomed as a friend as well as a physician wherever he goes on the Labrador coast. Directly over his shoulder, the "Maraval" can be seen riding at anchor in Nain harbor—but both man and doctor will go still farther north before the summer trip is over.

A small ship to be pitted against the Atlantic coast, the "Maraval" has one of the proudest reputations on the coast. Battling shoals, blizzards, storms, she takes medical aid to isolated communities that would otherwise be without it.

MEDICAL MISSION ON THE MOVE

by ADELAIDE LEITCH

A DOCTOR is not just a doctor on the Labrador coast — a man with a little black bag, a sheaf of prescriptions, a sterilized hospital ward or a jangling telephone to get him out of bed at three in the morning.

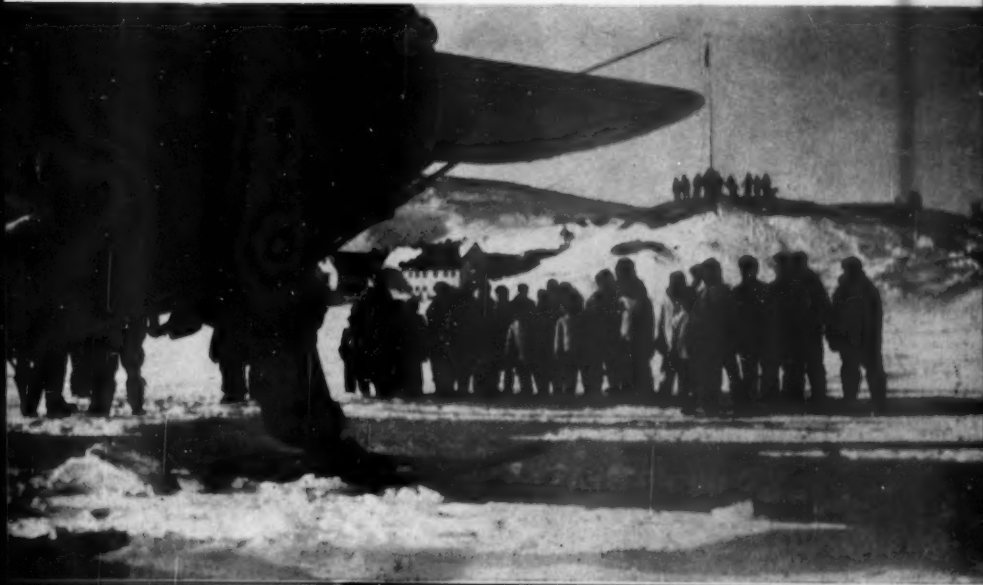
He may be hauled out of bed at 3 a.m., all right, but not by the telephone. It is more likely that a sudden storm is threatening to up-anchor his floating hospital . . . or an Eskimo has rowed alongside in a dory, complaining of a toothache . . . or an Indian child is having convulsions.

The problems that faced Sir Wilfred Grenfell and his medical staff on the coast half a century ago, are still there to a large extent. There is still a sea-going 'hospital' that goes to the people, threading its way into isolated Labrador bays and harbours and visiting people who would have

neither the facilities nor the money to travel to the hospitals at Cartwright or Northwest River. This is the "Maraval", two-masted hospital ship of the Grenfell Mission, and the "Maraval's" doctor, Dr. Anthony Paddon, is following a tradition well worn not only by Sir Wilfred, but by his own father as well.

Dr. Harry Paddon was the man they called "another Grenfell" on the coast. Today, he lies buried on a sunny hillside at Northwest River, which is still the home of his widow and his son. Mrs. Harry Paddon stayed on in Labrador alone, when her husband died,

In the frozen north mercy flights are a frequent challenge to man and plane. R.C.A.F. aircraft at Goose Bay Airport have taken part in many unscheduled mercy operations and calls for medical help. On his regular rounds in winter Dr. Paddon uses his dogteam, but emergency trips by air are not new to this young doctor.



holding the fort until her son could finish university and medical school, and later serve his term with the Canadian Navy. One of Grenfell's first nurses, she rarely mentions the fact that she was decorated by the King; her real pride now is in her son, "Tony," who has come back home to the coast.

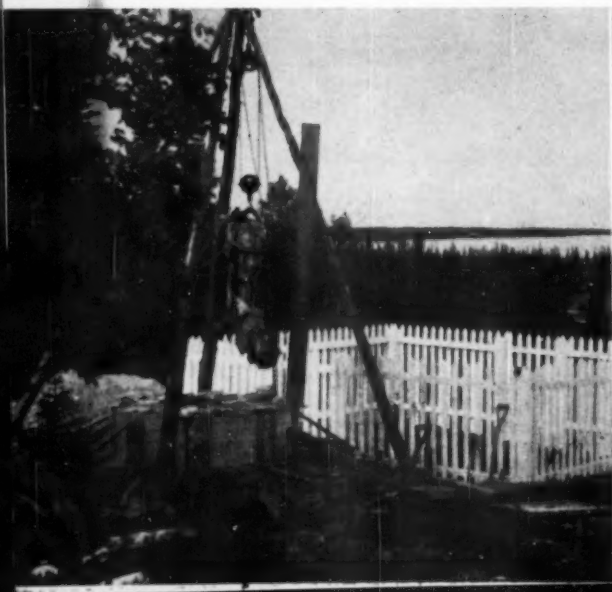
A thousand miles of coast, from St. Anthony, Newfoundland, north to Saglek Bay, last toehold of human life in Labrador, is the territory covered by the "Maraval" and its doctor. When the "Maraval" slips into harbor, it is no uncommon thing for the whole settlement to come on board for treatment — everything from an infected finger to the last stages of tuberculosis. Dr. Paddon may pull a hundred teeth or so in a day; frequently he must leave instructions for a birth that will

take place several weeks after he and his hospital have moved on. He has to be a specialist—in everything. Officially, he is also a justice of the peace and an agent for Lloyds of London; unofficially, he sometimes plays the role of father confessor when his patients bring him their domestic as well as medical problems.

"Grim" is a word outsiders frequently apply to this coastal mission. But not to Dr. Paddon who has as much enthusiasm for the winter trip which covers the same route by dog team! The beautiful "Paddon dogs" are known the length of the coast as one of the finest teams in Labrador, but, like all huskies, they can turn on their master once he falls—and that has happened too!

Yet no one is more thoroughly sold on his job than young Dr. Paddon!

The work begun by Sir Wilfred Grenfell was carried on by a small band of men and women who came after him. One of them, Dr. Harry Paddon, right, lies buried at his beloved Northwest River, and grateful Labradorians are raising a monument to him. The beginnings of it, left, show the piece of uncut 'labradorite' of which he was so fond, ready to be set in place.



CLAY'S COLUMN

*...from
Ottawa*



by CHARLES CLAY

Commons Touches

By the time this column arrives under seven or so thousand reading lamps, the second session of Canada's 21st Parliament will be raising dust from the acre-square green baize carpet of the Commons, and expectant eyes will be turned on the seven Newfoundland members. At the September-December session of '49 they cut such striking figures they reached the public prints with enviable frequency.

St. John's Gordon Higgins, indeed, made the prize quip of that session. During the fisheries debate quoth he: "When members go home to their constituencies they should advocate the eating of fish . . . fish is a great brain food." Whereupon D. A. Riley (who, being from herring and sardine-wise New Brunswick should have known better) piped: "On what does the honorable member base his assertion?" Quick as the flash of a juicy squid Mr. Higgins returned: "Look at the Newfoundland members!"

That session was not very old before the sharp-sighted Saturday Night of Toronto ran a paragraph headed "Newfoundlanders Score". The para-

graph said: "Whether Canada or Newfoundland gained most from Confederation, the House of Commons has certainly gained from the arrival of the Newfoundland Members. They have a salty, forceful and uninhibited approach to politics which the House likes."

Senatorial Signs

More than one rumor has it that Secretary of State Bradley will, ere long, move to more golden fields—to wit, the sumptuous Senate Chamber with its 14-carat ceiling and 30-foot high murals.

If these signs and portents are true, it will certainly mean that another Newfoundlander will move into the Cabinet, and, on this January afternoon (the moment of writing) the trail seems to lead to Mr. T. G. W. Ashbourne, Member for Grand Falls-White Bay. (Of course, you never can rely much on Mrs. Rumor, but she's a titivating person to lean up against.)

If a Newfoundlander does go into the Cabinet, upon Mr. Bradley's elevation, the likelihood is that such

(Continued on page 42)

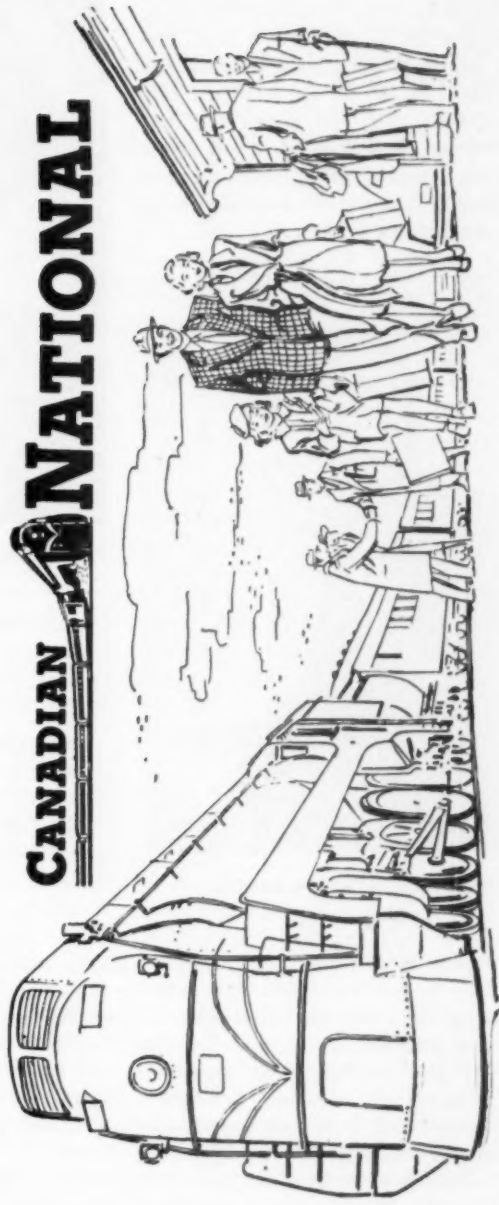
THE ONLY RAILWAY SERVING ALL TEN PROVINCES



Made on Wheels

Mealtimes are a delight in Canadian National's inviting dining cars. Your favourite dishes, temptingly prepared, are deftly served in a cheerful, friendly atmosphere. Whether you travel in coach, chair car or sleeper, you'll appreciate these bright interludes when you answer the welcome call — "Dinner is now being served in the dining car".

Travel by train for dependable all-weather service.



CANADIAN NATIONAL

(Continued from page 39)

a person would go to the Ministry of Fisheries, since present Minister of Fisheries R. H. Mayhew is also casting gently hopeful eyes towards the Senate. It would be a logical development, for the entry of Newfoundland into Confederation made Canada the leading fish-exporting nation in the world and eighth in the production line-up.



HON. F. GORDON BRADLEY
to the Senate?

Masie the Dynamo

More than one memory was jogged when genial man-mountain Donald Gordon dropped the Bank of Canada deputy governorship, swept the dust of Ottawa off his number elevens, and proceeded lock-stock-barrel-and-family in the direction of Montreal to be boss-man of the Canadian National Railways. The jogged memories were not only for the capable and



MRS. DONALD GORDON
from St. John's.

friendly Scotsman; they were also for his equally capable and just as friendly wife, Masie Gordon, born Masie Barter of St. John's.

Looking through some wartime newspaper clippings our telescope was pleasantly jiggled by such phrases as "Mrs. Gordon is a born organizer," and "She is a dynamo in skirts." As soon as war broke, Mrs. Gordon turned to with a will. She was one of the first volunteers, organizing in 1939 the secretarial depot of the Canadian Red Cross. Soon she was struck by the shortage of eating facilities in mid-town Ottawa, where the press of war-called workers was worst, so she organized a tea room and ran it to the tune of \$700 a month profits which went to war in various forms. Later the tea room was taken over by the Red Triangle, and many a uniformed person has

pleasant memories of that haven.

Meantime, Mrs. Gordon joined forces with Mrs. Graham Powers and organized the still-active and still-famous Superfluity Shop, the profits of which, now no longer turned towards the needs of war, are doing excellent charity work. About the same period Mrs. Gordon's eager mind seized upon the difficulty of war workers in temporary buildings on the edge of Ottawa. There were no eating facilities. A cafeteria for the workers of No. 5 and for those of No. 8 building was soon born, and 1,000 meals a day were served with speed and courtesy and economy and efficiency. The profits went to the Women's Auxiliary at Naval Headquarters, and out of that arose the name of the cafeteria—appropriately, "The 8 Bells".

No wonder Ottawa regrets the departure of Masie Barter Gordon! But what's Ottawa's loss is Montreal's gain.

Silver Tongues

During the winter months there was plenty of evidence in Ottawa that Newfoundlanders had silver tongues which spoke golden words. They were in great demand as luncheon and after-dinner speakers.

Mr. T. G. W. Ashbourne regaled

the Ottawa Gyro Club members with vital statistics, zoological details, and commercial values of seals; and concluded by extending a mouth-watering invitation to try the table delicacy of seal flippers (of which this columnist is as yet unacquainted).

Mr. Gordon Higgins informed the members of the Hull Rotary Club of the history of Newfoundland, and gave them details of the tremendous mineral wealth of the island.

Native Newfoundlander Rev. Max Reader, assistant minister of Ottawa's Parkdale United Church, told the West Ottawa Business and Professional Association that "Canadian Citizenship was my best Christmas present for 1949", and handed his audience an equally unique Christmas present . . . "a suggestion to you to appreciate your own country".

And to cap it all, best orator of the year in Ottawa was young and charming Rosemary Blount, Dalhousie University graduate, who trimmed four other finalists and won the right to represent the Ottawa Presbytery in the Ottawa-Montreal joust. Pretty little Rosemary is a chemical expert in the federal Bureau of Mines and only arrived in Ottawa in September of '49.

Silver tongues and golden words.
Can't get enough of 'em!

Can anyone point out the exact spot in Sop's Arm, White Bay, where Richard & Mellam Tory of Poole set up a business about the year 1765? They sent a long complaint to Governor Elliott in 1786 about their treatment by the French. First, two bateaux with 50 men tried to invade them but the Torys beat them off. Next day two French men-of-war came and practically destroyed their premises. The French also drove away a man named Craze who had been fishing salmon in Sop's Arm River for 30 years.



PICTURES TO REMEMBER

by CAMPBELL TINNING

NEWFOUNDLAND is my idea of "far-away places". It has such personality, so unique an appeal, that it is indeed, for me, a new-found-land.

It was during the war that I first visited the Island, on a short posting while with the Canadian Army. I resolved then, in August, 1943, to return to Newfoundland for a longer stay in peacetime—and finally got back last summer. July was spent at Port aux Basques, and all of August and part of September, except for a few days in St. John's, was spent at Port de Grave.

Twenty Newfoundland water-color paintings done by Campbell Tinning, who has a studio at 1178 Phillips Place, Montreal, during his visit to Port de Grave and Channel last summer were exhibited at the Montreal Museum of Fine Arts in December and drew very favorable comments from both the press and visitors to the Museum. Here Mr. Tinning, whose picture appears above, gives his impressions of Newfoundland for Atlantic Guardian readers.

The aspects of a country that impel a painter to work are in those places in force. Chief of these is a feeling of beauty and of grandeur, with undertones of simplicity and honesty. Newfoundland is a "real" place, where man and his works are, but where nature has not been spoilt—although there are cities and commerce.

I hope in this regard that however much the Island prospers

she will somehow retain this quality. I believe she will, for Newfoundland is not a "frontier" to be exploited with "boom towns" and ugly building. Our new province has the advantage of 300 years of living behind her and of seeing the rest of North America go through a period of quick growth.

Perhaps Corner Brook is an example of the way I think Newfoundland will expand. Here is a model town, born in the 20th century, which has not taken from its natural surroundings more than it needs. There is scarcely any unsightly "backwash", except along the railway track.

People often asked me what I

saw to paint in Channel, in Port de Grave. "There's nothing there but rocks", they said incredulously. Well, that is the beauty of your coastal regions — the bare bones of the land, the rocks on which the Island is built.

I think all Newfoundlanders who have left their native soil know that beauty in retrospect. They remember the rocky hillsides in the spring, covered with hosts of blossoming iris and buttercups and daisies. They remember the warm August days when the sea is deep green-blue, the rocks golden above it with the tide carrying to them pink gleaming jellyfish, the seaweed green and red waving deep down. And

This is Bareneed, one of the twenty canvases exhibited by Campbell Tinning in Montreal recently. Artist Tinning says of Newfoundland: "The aspects of a country that impel a painter to work are here in force . . . a feeling of beauty and grandeur . . . simplicity and honesty". He plans to return to the Island next summer.



they remember the feeling (is it loneliness or sadness?) when the foghorn moans. Whatever the emotion then, it is a strong one—when the fog and rain covers all a town.

Then there are pictures to paint and pictures to remember. When the boats race in during a storm and the sea is growing rough. When the towering cliffs are lit by a strange western light before the black clouds close in across the sky and all turns grey. When a great wind blows and the white-capped waves crash upon the land until it seems that all the fishing stages will be washed away.

Pictures to paint and remember in all the people there whose faces reflect their life and their country. I remember the warm kitchens and the net-making, the good food and fine talk at the end of the day, when outside the sea sang on in the deep, starlit night.

On my sketching trip last summer I found the fog pictures and those that a larger town offers—subjects such as coves crowded with boats in the sun and the hills dotted with houses of all colors—in Channel.

In Port de Grave I found a lonelier aspect — that of a small fishing outport with all the atmosphere of nets and dories and boats and fish-flakes and fishing stages. In Brigus I found a quiet, sleepy town with old white houses and two churches side by side on the hill.

Next summer I hope to return to Newfoundland. I have heard fine descriptions of Trinity Bay and especially King's Cove. But I hope I shall see my good friends at Channel and Port de Grave again.

With Our M.P.'s at Ottawa

by BRIAN CAHILL

THE first session of Canada's 21st Parliament was historic in many ways, not the least of these being the fact that for the first time seven men from the new province of Newfoundland took their places alongside the representatives of the older provinces.

There were many curious eyes on those seven Newfoundlanders. Friendly eyes for the most part; eyes of colleagues from the other provinces anxious to welcome them to new and perhaps somewhat awe-inspiring surroundings; eyes of newspaper reporters aware that almost anything the new members had to say was "news" and prepared to give their words and actions rather more attention than is usually accorded to fledgling members of a 262-man chamber; eyes of the general public in the visitors' gallery, including many a Newfoundlander who may have been living far from home for years but was still full of pride and anxious that "the boys" should make a good showing.

How did "the boys" do?

What was the impression made by the seven men who had come to Ottawa to represent the interests of the Newfoundland districts, and in a broader sense to help mould the destiny of the great and growing and troubled nation of which they were new citizens?

It is perhaps somewhat ironical that the greatest impression was made by the two Newfoundlanders who had become somewhat unwilling citizens of the aforesaid great and growing and troubled nation.

But by the evidence of Hansard, the official record of the proceedings of Parliament, and in the opinion of the newspaper correspondents, Gordon F. Higgins, (P.C.), the Honorable Member for St. John's East, was the outstanding member of the Newfoundland group and next to him stood W. J. Browne, (P.C.), the Honorable Member for St. John's West.

In fairness to the five Liberal members from Newfoundland it should be hastily pointed out that circumstances and parliamentary procedure did not give them nearly the chance to get into the debates and into the public eye that was enjoyed, and taken every advantage of, by the two Progressive Conservative members.

The Liberals were on the majority side of the House — and theirs was a huge majority. They were five men in a group of 193. The P.C.'s were two in a group of 42. It was not the business of the Liberals to do a great deal of talking, certainly not to ask embarrassing questions of the Government or to make noisy demands on behalf of their constituents. Anything they wanted done they could get done by a quiet visit to the appropriate minister or Government official. Their main function was to sit in their seats, vote with the government when called upon and not hold up the business of the House by lengthy and unnecessary talking.

One of the Liberals, Hon. Gordon Bradley, who in other circumstances might well be counted upon to take effective part in any debate, was a minister of the government in a department which does fairly non-controversial work.

When called upon to explain estimates or describe the nature of his department's work, he answered crisply, fully and with a minimum of wasted time. Hansard does not record a great deal from him; the newspapermen tabbed him for a good, competent man with an admirable, and, in view of the short time he had held the post, somewhat surprising grasp of all aspects of his department.

The only other Liberal who had anything of consequence to say during the session was T. G. W. Ashbourne, member for Grand Falls-White Bay. In his maiden speech he made a good impression and in anything he had to say thereafter he was factual, intelligent, brief and non-partisan. He spoke on two or three occasions at some length and obtained and imparted some interesting and useful information.

It cannot fairly be regarded as reflecting upon the ability or usefulness of Messrs Kent, Stick and Carter, the other three Liberal members, that during the session they did not feel called upon to say or do a great deal that would attract attention to them.

With the P.C.'s matters were different. It was the duty of their party to make a lot of noise, to harass, nag and question the Government at every turn. With only 42 other members of their party

in the House they had plenty of opportunity to speak and be heard.

The impression made by Mr. Higgins was, as far as could be seen, unanimously favorable.

He spoke well but not ponderously. Every question period found him on record as demanding information about some aspect of Government action of interest to Newfoundland. He wanted to know if the Government could improve the ferry service from North Sydney; how much Newfoundland would have to pay for a trans-island highway, had Newfoundland's Sterling surplus been converted to dollars and was there any Government interest in the project to dam the Straits of Belle Isle.

As a lawyer he had some observations to make about the historic constitutional changes passed during the session, as a member of the strongly free-enterprising Progressive Conservative Party he was critical of what he considered "grossly unfair" treatment of certain corporations in Newfoundland in the matter of tax exemptions and—somewhat to the surprise of his colleagues, one suspects—he popped up at one time as the president of a labor union (Newfoundland Seamen's Association) and urged that union members should be allowed to deduct union dues from their tax returns.

He started the session by amiably instructing the other members of Parliament on how to pronounce 'Newfoundland' and ended in a little joke that was repeated in newspapers all over the country, (See Clay's Column).

The impression made by Mr.

Browne, while a definite one, was not wholly as favorable as that of his party colleague.

Perhaps Mr. Browne's greatest boner, tactfully ignored by most of the newspapers, was when he popped up suddenly and interrupted Hon. Lester B. Pearson, Minister for External Affairs, right in mid-sentence, as that popular statesman was delivering a comprehensive, vitally important review of Canada's foreign policy.

Mr. Pearson was visibly annoyed, several other members of the House shouted "Sit down!" and Mr. Browne resumed his seat in some confusion.

He apologized afterwards to the House and to Mr. Pearson personally, explaining that his interest in the speech was so intense that he had momentarily forgotten himself.

His contribution to the wordage of Hansard was considerable and on the whole able and well presented.

His speech during the combines investigation debate was not well reported in the newspapers but was a fine defense of the right of the individual and the small businessman to protection against the monopolistic tendencies of big business.

His advocacy of diplomatic recognition of the Franco regime in Spain was not so well received but was an effective presentation of what seemed to be a fairly personal point of view.

During question periods he asked and received answers to many pertinent questions concerning Newfoundland and the effect of Confederation.

FOLK SONGS AND YARNS



CONDUCTED BY A. R. SCAMMELL

LUKEY'S BOAT

O, Lukey's boat is painted green,
Aha, me b'ys,
O, Lukey's boat is painted green
The prettiest little boat that ever
you seen.
Aha me riddle I day.

O, Lukey's boat got a fine fore
cutty,
Aha, me b'ys,
O, Lukey's boat got a fine fore
cutty,
And every seam is chinked with
putty,
Aha me riddle I day.

Lukey's boat got a high stopped
jib
Aha, me b'ys,
Lukey's boat got a high stopped
jib
And a patent block to her fore-
mast head
Aha me riddle I day.

Lukey's boat got cotton sails
Aha, me b'ys,
Lukey's boat got cotton sails
The planks put on wi' galvanized
nails
Aha me riddle I day.

Lukey's boat got a upright stem,
Aha, me b'ys,
Lukey's boat got a upright stem
The water cask aft just keeps her
in trim
Aha me riddle I day.

"I think," said Lukey, "I'll make
her bigger,"
Aha, me b'ys,
"I think," said Lukey, "I'll make
her bigger;
I'll load her down with a one-
claw jigger."
Aha me riddle I day.

"And now," said Lukey, "get
aboard your grub,"
Aha, me b'ys,
"And now," said Lukey, "get
aboard your grub;
One split pea and a ten-pound
tub."
Aha me riddle I day.

Lukey's rolling out his grub,
Aha, me b'ys,
Lukey's rolling out his grub
A barrel and a bag and a ten-
pound tub.
Aha me riddle I day.

When Lukey come around the
Bill,
Aha, me b'ys,
When Lukey come around the
Bill
He spied his true love on the hill
Aha me riddle I day.

And when he was coming around
the cape,
Aha, me b'ys,
And when he was coming around
the cape,

He spied old Jennie all on the
flake
Aha me riddle I day.

His wife was dead . . .
Aha, me b'ys,
"O," said Lukey, "I don't care;
"I'll have another in the spring of
the year."
Aha me riddle I day.

● Lukey's Boat will always hold a secure place in Newfoundland folk-lore. It has a rollicking liveliness about it which transports the Newfoundlander wherever he may be right back to outport activities connected with Newfoundland's codfishery. The author sketches for us Lukey's boat in picturesque detail and we are made to feel at once Lukey's staunch pride in her and in his vocation. Lukey, like all true fishermen, has a vast optimism. He's going to make her bigger and he'll still load her down even though his fishing equipment, "a one-claw jigger" leaves something to be desired.

Lukey goes about his work with a laugh and a joke. He jokes about his poverty. That "one split pea" may be symbolic of an unpaid account and a haunting fear in the back of his mind that his credit at the local merchants is finished. However, in the very next verse both Lukey and we are reassured, his credit is still good and he's going to get a fit-out. We see him next staggering proudly down the wharf under a full bag of HARVEY'S HARD BREAD, with a ten-pound tub of butter under one arm and expertly rolling a barrel of PILLSBURY'S BEST with his feet. He is of course shod in a pair of SMALL-

WOOD'S three-quarter boots, with loops on each side for pulling them on.

So much for the homespun humor of the song. But there's a touch of pathos and tragedy there too, and here again it is very very true to life. In the Newfoundland outport, laughter and sorrow, comedy and tragedy, follow each other in quick succession like the ever-changing waves of the ocean that surround it, now lashing, now fondling. And to high-spirited Lukey, tragedy comes and his "Aha, me b'ys" grows low and weak. Not again will he ever see, as his boat darts around the headland, Jennie busying herself on the flake, gathering the fish into faggots, her white apron blowing in the breeze.

But life is for living, not for grieving over the dead. So Lukey knows instinctively. Next spring the caplin will come again and the cod will follow. There must be hands to catch them and hands too, to dry them. There must be somebody on the flake. So Lukey raises his head, finds somewhere in himself the strength to laugh at fate and knowing that Jennie will understand, promises that he will go a-wooing when the birds return to their nests. And of all its Lukeys Newfoundland is truly proud.

● When Newfoundlanders away from home foregather they often get a kick out of digging up old words and expressions that bring back the flavor of home. There are many of these, some island-wide, some peculiar to particular areas. One that comes to mind is

(Continued on page 75)

ATLANTIC GUARDIAN VISITS "BUSY BROADWAY"

AT
CORNER BROOK WEST





● Corner Brook West (population 5,439) got a quick and wholly unplanned start twenty-five years ago when the establishment of a paper mill in nearby Corner Brook put a "hum" on the Humber. It fell to the lot of the first Town Council, formed in 1942, to overcome as far as possible the handicaps of the town's mushroom growth. Above, the present Council: standing, left to right, W. C. Robbins, F. Cormier, J. Hiscock (Chairman), R. Grant, E. Kawaja; seated, left to right, R. Finn (Town Manager), Magistrate N. Short, H. Alcock (Town Clerk).



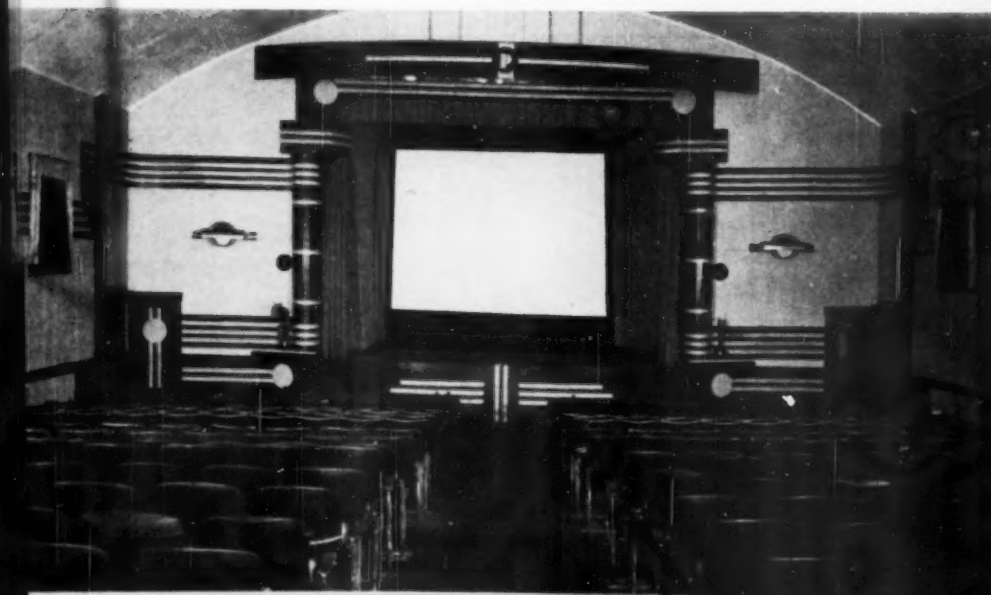


● Broadway, the main street of Corner Brook West, is one of the busiest thoroughfares in Newfoundland. Located at Number 70 is the general store of LEWIS ANDREWS, pictured on this page. Started in 1943, this store handles general provisions, hardware, furniture and household furnishings, kitchenware, electrical appliances, coal and oil ranges. Specialties are: beds and bedding, C.C.M. bicycles, boots and skates. LEWIS ANDREWS is Corner Brook West distributor for Youngstown Kitchens, Niagara Washers, Radios and Cots; Enterprise Electric Ranges.

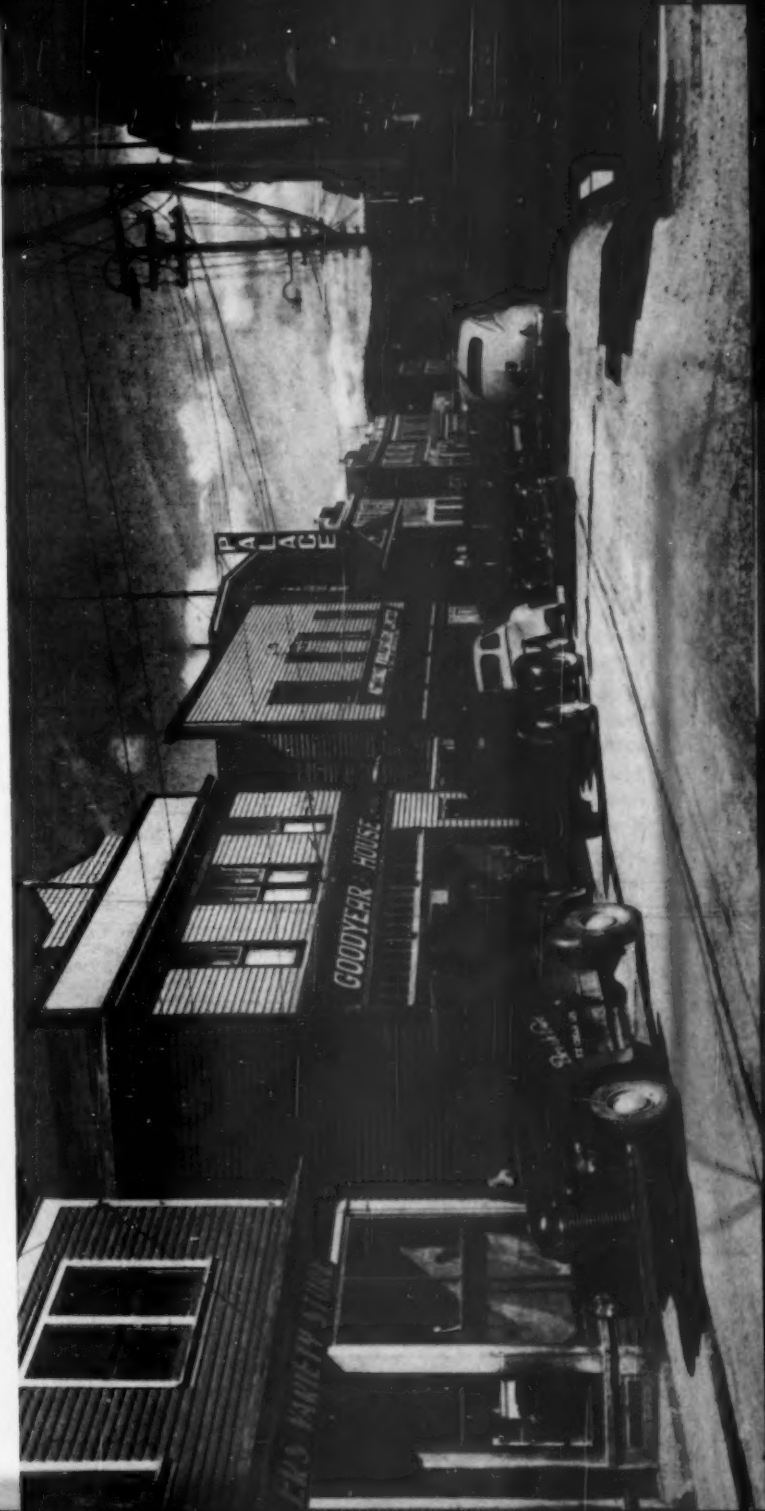


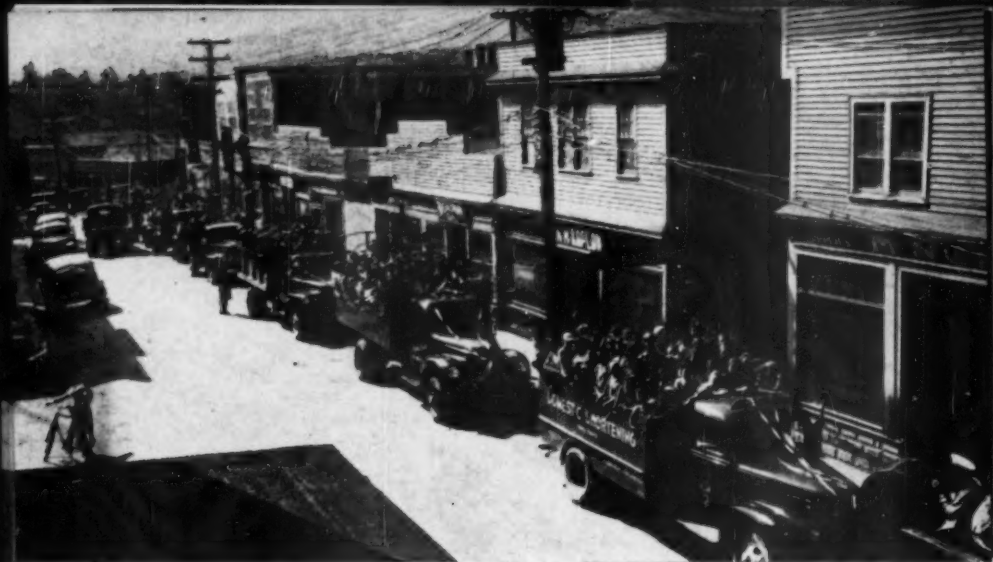


● Broadway also has its theatre—the PALACE, offering three shows daily with three complete changes each week. This theatre, which has recently been equipped with modern "Tolex" seats and a large neon sign, is owned and operated by J. A. Basha and managed by his son, Fred. The shows are first-runs, drawn from Columbia, United Artists, and Republic. The PALACE opened its doors to movie goers on February 22nd, 1937, and has been operated continuously since then. On special occasions it is also used for other forms of entertainment and public meetings.



● Almost every type of business can be found on "Busy Broadway" in Corner Brook West, with dry goods stores in the majority. At peak periods this street is jammed with traffic and crossing from one side to the other is often very difficult. Town Council has grappled with problem and many improvements have been effected in the past seven years, but Broadway will continue to be the typical boom-town main street unless and until it is completely re-built.





● Through the determined efforts of a group of public spirited citizens, Corner Brook West will eventually have a Public Playground second to none in Newfoundland. Already some \$20,000 has been raised by the Corner Brook West Playground Association and considerable work has been done on the property. When completed the playground project, started in 1943, will include a Baseball Diamond, Football Field, Swimming Pool, Tennis Courts, and Club Rooms. Pictures on this page show children of the town arriving for the official opening of the playground.

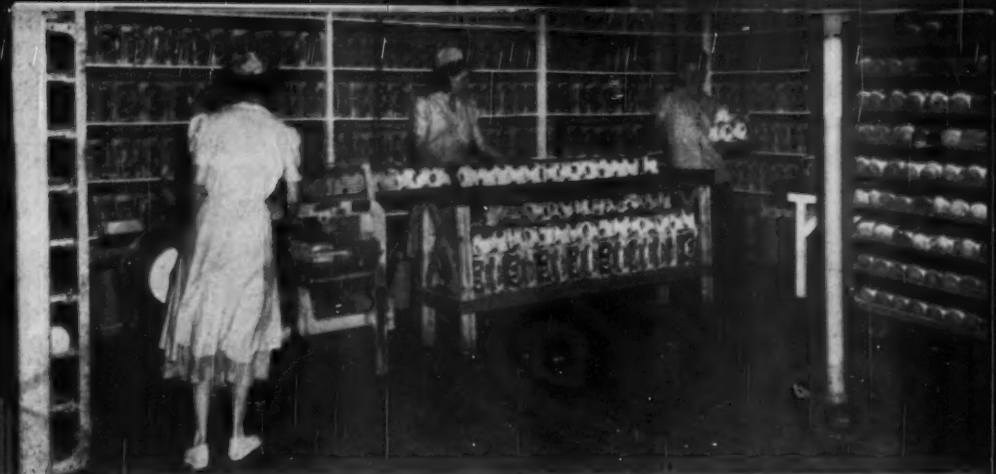




● One of the most popular spots on Broadway is KAWAJA'S ICE CREAM PARLOR AND LUNCHEONETTE, above, which has a seating capacity of 125, is open from 8.30 a.m. to midnight, serves full meals as well as lunches (hamburgers and steaks are specialties), and has a staff of eleven. "Al" Kawaja has been in business on this site for ten years.

● Established in 1940 and owned and operated by Mr. and Mrs. W. T. Wheeler, WHEELER'S VARIETY STORE on Broadway, Corner Brook West, deals in hardware, dry goods, stationery, artificial flowers, wreaths and sprays, electrical fixtures, glassware, wools, picture framing, etc. Wide range of goods is indicated by window display.





● **QUALITY BAKERY** at Corner Brook West is owned and operated by Ron. H. Roberts who established the business on a small scale in nearby Curling in 1939. Now located in a three-storey building, below, and equipped with electrically-operated ovens, Quality Bakery has an average daily production of 3,500 loaves which are distributed from Lewisporte to Port aux Basques in addition to the immediate Bay of Islands area. The Bakery employs 23 people and maintains an office and retail store at 79 Broadway. Mr. Roberts spent 20 years in various parts of the United States where he gained his experience in the bakery trade.





● It has been estimated that there are more cars and trucks in the Corner Brook area on a per capita basis than in any similar community in North America. Bus service is provided by a great number of privately-owned cars and station wagons which travel back and forth between Humbermouth and Peiries via Broadway in Corner Brook West where the traffic congestion is heaviest. The service is generally satisfactory and has been in operation for many years.

NATIONAL WHOLESALE, LTD.

● "There is a time and place for everything. This is the time when we express our appreciation to our many customers throughout Newfoundland for their help in building this organization into one of the largest Wholesale Dry Goods houses in the country. We know you are proud that here on the West Coast is a firm that can meet your requirements. There is no need of going outside to buy merchandise. Our understanding of local conditions and our experience with world markets enable us to give you right prices and merchandise suitable for your trade. We have recently made a survey of the Maritime Provinces and for further progress and wider development of our business we are appointing a representative to cover this territory. NATIONAL prices, NATIONAL service, NATIONAL MERCHANDISE will increase your business."



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Corner Brook, Newfoundland.

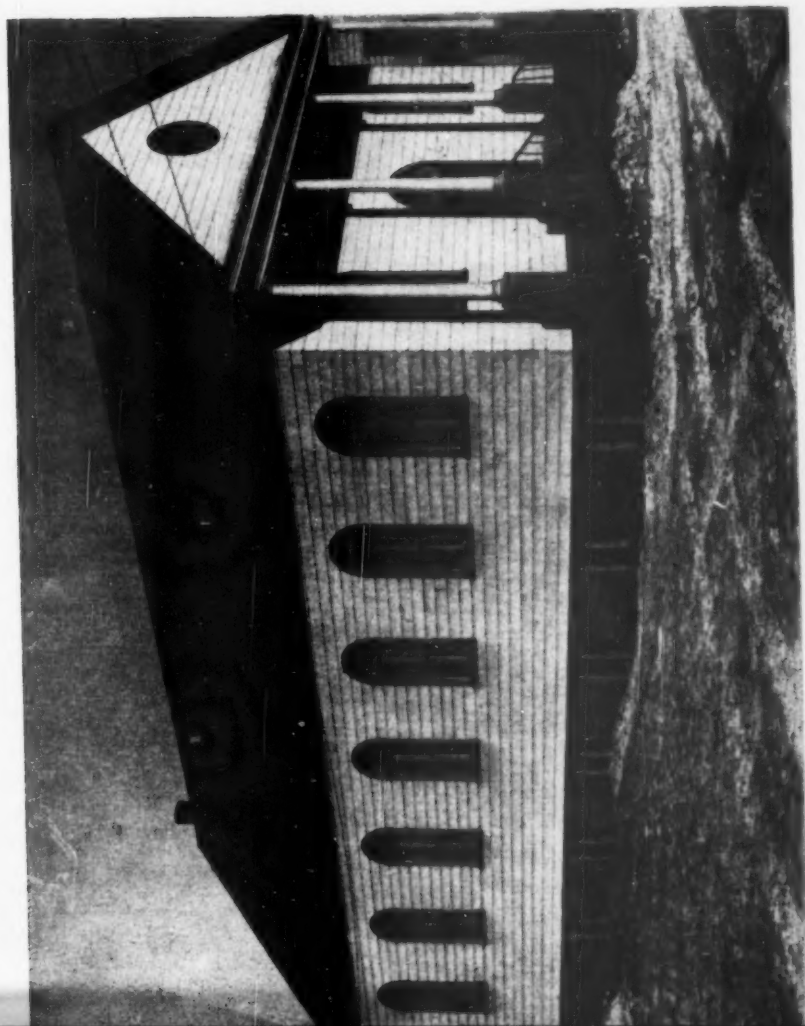
ATLAS HARDWARE LIMITED,
Corner Brook, Newfoundland.

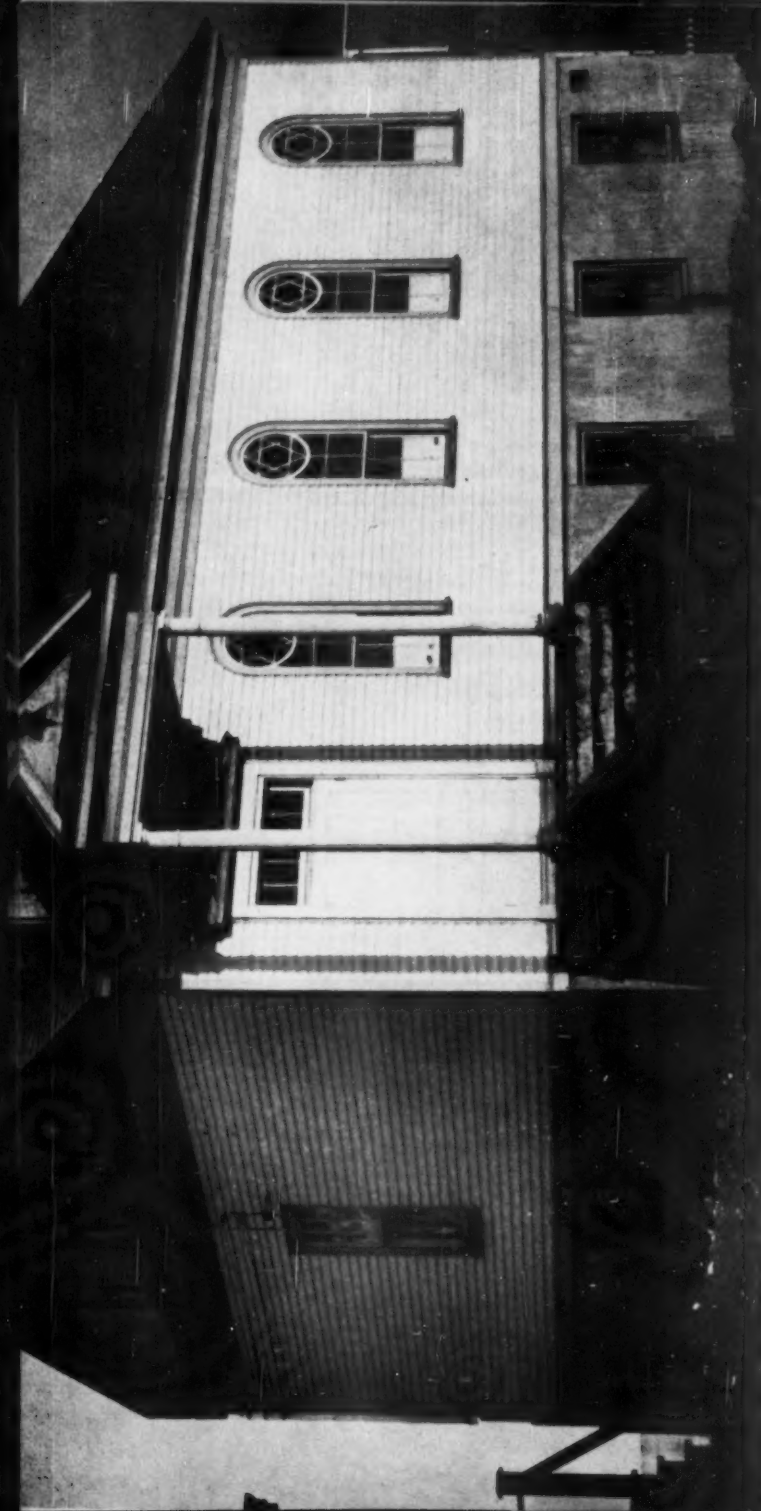
ATLAS HARDWARE, LTD.

● "This young, progressive firm expresses its appreciation to its many customers for their patronage. For more efficient service we now have enlarged our premises to give us over 2,000 feet more floor space. This will enable us to carry a more diversified line of Hardware. Our travellers cover the country. Retailers in this area can now secure their requirements in practically every type of Hardware. Stocks are available in our advertised lines for which we are exclusive distributors: CONANT Paints, Varnishes, etc., SNAP Hand Cleaner and Super Fine Powder, T. & R. Pure Rum Turpentine, STAR and GEM Razors, and the new revolutionary Canadian CORUX Razor Blade. Patronize ATLAS and keep Newfoundlanders employed."



● The SALVATION ARMY CITADEL at Corner Brook West, located just off Broadway, is a completely modern building designed to serve the S. A. congregation in the area from Petries to Corner Brook. Opened in March, 1948, the citadel has accommodation for 750 in the main auditorium, with another room, accommodating 400, for young people's activities. Major C. Hickman is the officer in charge of the Corner Brook West corps. One of the finest S. A. Bands in the country is located here. Bandmaster is Woodrow Robbins.





● Built in 1943, the HEBREW SYNAGOGUE at Corner Brook West, above, serves the Jewish community on the West Coast. Rabbi M. Kuchener is in charge. Morris Swersky is President of the Hebrew Congregation and has held that office since the building of the new synagogue. Erected for the benefit of Jewish Allied Soldiers during the war, as well as the local Jewish community, the Synagogue at Corner Brook West was partially paid for by contributions from American and Canadian communities.



● The wood-working plant and lumber business operated at Corner Brook West by WILLIAM J. LUNDRIGAN LTD., established in 1936 and incorporated in 1947, has recently been expanded by the addition of a Hardware Supply Store, above, which caters to the trade in a wide variety of lines. Lundrigan's lumber business is done on an island-wide basis.

● Recently remodelled and provided with a Vitrolite front and fluorescent lighting, the store of MORRIS GORDON on Broadway, which was established in 1935, maintains a leading role in the Men's, Ladies' and Children's Wear field. Here the latest fashions from New York, Montreal and Toronto are always available.

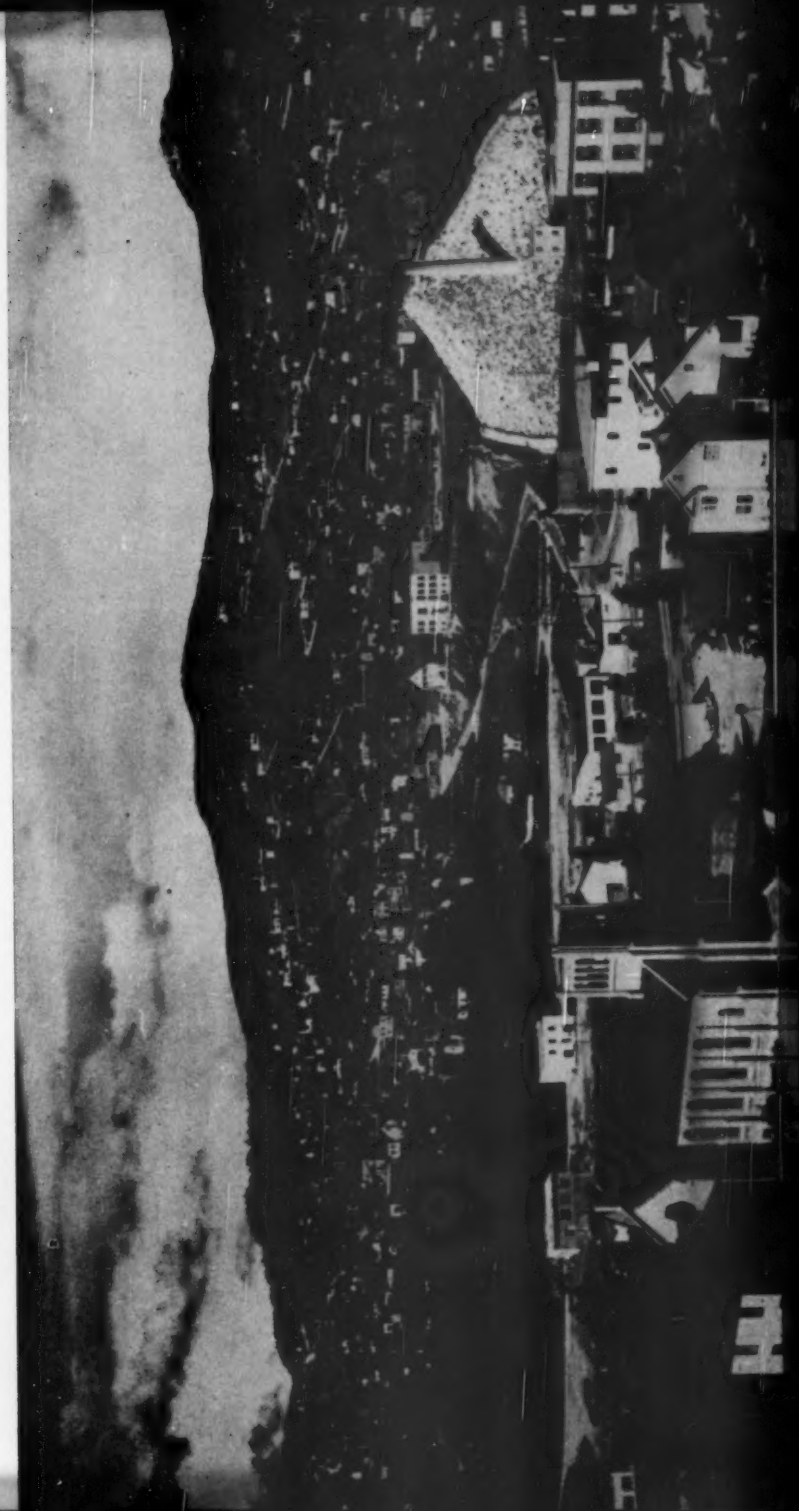




● One of the newer catering places on Broadway is the SNACK BAR, opened in October, 1948, and owned and operated by Thomas Dunphy. The pictures reproduced here show why it has quickly become a popular spot for lunches, snacks and meals. It has seating accommodation for 180, is attractively equipped, and is open from 9 a.m. to midnight every day in the week. The Snack Bar has a staff of 14 and in addition to the fountain and booth service it operates a mobile canteen. Fluorescent lighting and soft color schemes are features of this modern restaurant and soda bar.



● Corner Brook West has seen great expansion in recent years, as this picture, taken from "Townsite" graphically shows. No longer is it merely an overflow settlement from Corner Brook proper, site of Bowater's large paper mills, but a growing town in its own right. Unlike the early hectic days of building, the expansion today is being carried out under the direction of Town Manager Finn and the Council.



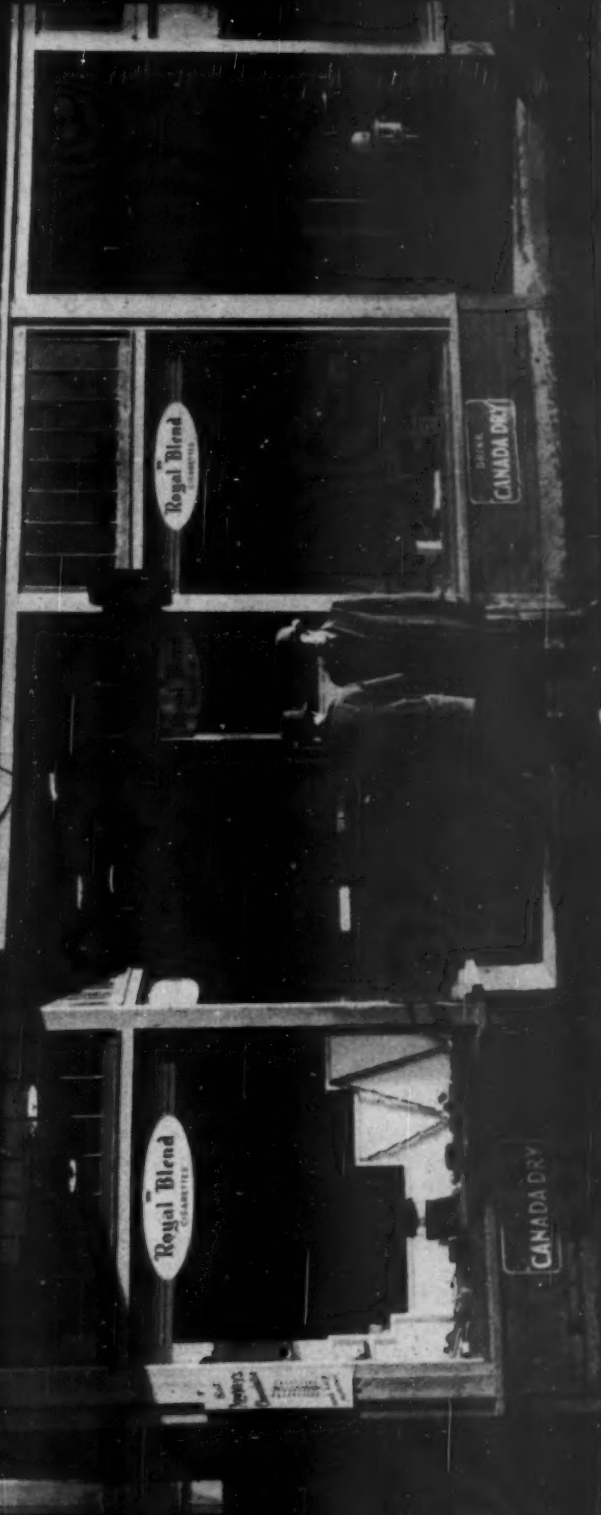


● Specializing in an Infant's and Children's "Lullaby" department, and well stocked with dry goods, smallwares, novelties, notions, wools, chinaware, gifts and toys, the CABOT STORES on Broadway is managed and partly owned by Frank O'Brien, who served overseas with the 59th Nfld. Regiment (R.A.) for four years. Latest styles and attractive prices are offered here.

● Featuring the latest shoe fashions, NATIONAL SHOE STORES LTD. on Broadway do a retail and jobbing business, with a branch store at Windsor and two salesmen covering the Island. Nick Alteen, who has been in business at Corner Brook West for 12 years, is Managing Director.



PARLOR LUNCHEONETTE OSCAR W. JOHNSON COSMETICS MAGAZINES CONFECTIONERY



● In operation since 1942 on the same site on Broadway, Corner Brook West, JOHNSON'S TEA ROOM AND SODA BAR has a seating capacity of 160, is attractively decorated and modernly equipped. Open from 8.30 a.m. to midnight, Johnson's serves regular meals and lunches as well as soft drinks, ice cream, etc. In addition to the tea room service, Oscar W. Johnson carries on a large wholesale trade in confectionery and has a special office staff and clerks to handle this. He has a full-size basement for wholesale stocks, and a branch at Humbermouth.

GOOD FOOD FOR GOOD HEALTH

by ELLA M. BRETT,

Nutritional Advisor, Department of
Health, St. John's.

"EVERY horse eats when he is hungry" is as old a saying as the horse himself.

It is sometimes quoted in reference to excess eating. The question might be asked: Should we indulge in between meal snacks? And the reply comes back: Every horse eats when he is hungry. It may be used also to express indifference to food in its relation to health, to convey a meaning like this—when we are hungry we eat, but it matters not one iota what kind of food we eat, as long as it fills up that empty space and satisfies that inner craving. Let hunger be our guide.

But do the pangs of hunger serve as a guide to wise eating? Do we automatically choose the right food? According to research we do not. It has been said that hunger, though it tells us **when** to eat, never goes so far as to tell us **what** to eat.

In the past, little thought was given to eating for health. Food was consumed to appease hunger and because food was enjoyed. But in recent years, as a result of scientific research, attention has been turned to the part food plays in building health and resistance to disease.

Today we do think that the type of food eaten makes all the difference. It must be so, otherwise animals would not receive such

care and attention regarding their diets. Unlike the human being, animals are not always allowed a choice as to what they eat—the choice is made for them. The owner of the young colt carries out the instructions for feeding to the letter. The colt must have the correct food to develop a firm skeletal structure and a smooth glossy coat. The same applies to housepets. The canary, for instance, must have that treat providing the yeast which in turn supplies the B group of vitamins. The cabbage leaf too is a necessary item in his cage; it furnishes the important vitamin C. In short, the foods necessary to buoyant health must be provided.

This is a new concept of food, and if it is important that animals get the right kind of food, how much more important is it that human beings should also get the right kind? When we question the adequacy of the diets of our livestock and housepets, should we not pause a moment and ask: how well-fed are our families?

We do not mean to imply, however, in view of this changing concept of food and its place in our lives, that food is merely nourishment; if it were so we could all attempt to avoid malnutrition by pinning our faith to a pet pill or two. But food for the vast majority of us is and will always be, not merely nourishment but one of the major pleasures of life, and most people do

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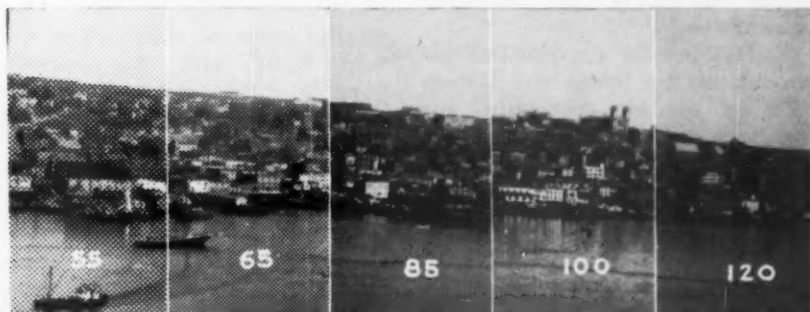
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not want their pleasures interfered with.

As soon as the woman of the household becomes a little food conscious, feeling a little responsibility to her family, the man of the house is apt to make a remark like this: "Don't talk food values. When I come home from work, hungry as a horse, I don't want food values, I want a meal!" And if he is a Newfoundlander he undoubtedly wants the same kind of meal he's been used to, only better! But there is something to be said for this clinging to the old. Being a Newfoundlander, I am a little partial myself to the good old "pot dinner with the fligged duff".

Beside the pot dinner, however, and its healthful vegetables, many other nourishing foods are available. In Newfoundland we have no need to keep any pet pills at hand to supply the necessary nourishment.

Let's think for a moment of the wealth of fish along our shores. "Of all the fish that swim the sea," runs the old saying, "the herring is the king." Certainly, whether we consider the herring's food value or flavor, we must agree that he is worthy of his crown. The people who live in Fortune Bay and around the beautiful Bay of Islands must be very herring-conscious. Let's hope they eat lots of them.

In some people's opinion, the salmon not the herring is the king of fish. Certainly that salmon steak seems to be a favorite and indeed it is a delectable dish. Those oily fish such as the herring, salmon, mackerel and turbot are superior from the point of

view of nourishment because the oil is distributed throughout the flesh, not all contained in the liver. Then we have the dry fish, the lobster and halibut, to say nothing of our world-famous cod. And we must not overlook the lowly little caplin, fresh or sundried, and the wholesome and nourishing flat-fish which so seldom finds its way to our tables.

Here is a recipe for cooking herring:

Baked Stuffed Herrings

- 4 herrings, boned
- 1 small onion
- 1 cup bread crumbs
- salt and pepper
- dripping fat
- 1 egg

To bone herring, clean them and then with a sharp knife or kitchen scissors split down the belly of the fish from the head end to the tail. Open the fish gently. Carefully loosen the smaller bones on each side of the back bone with the scissors. Starting at the head end, prise up the backbone with the thumb and forefinger and pull it steadily away from the flesh. Rinse fish well and drain.

Method

Season the inside of the fillets with a little salt. Spread with a stuffing made by mixing together the remaining ingredients. Roll up the fillet or fold back into shape. Pack in a greased baking dish, cover with a piece of grease proof paper and bake in a moderate oven for about 20 minutes. Then remove the paper, and allow the fish to brown for a further 5 minutes.

(Continued on page 75)

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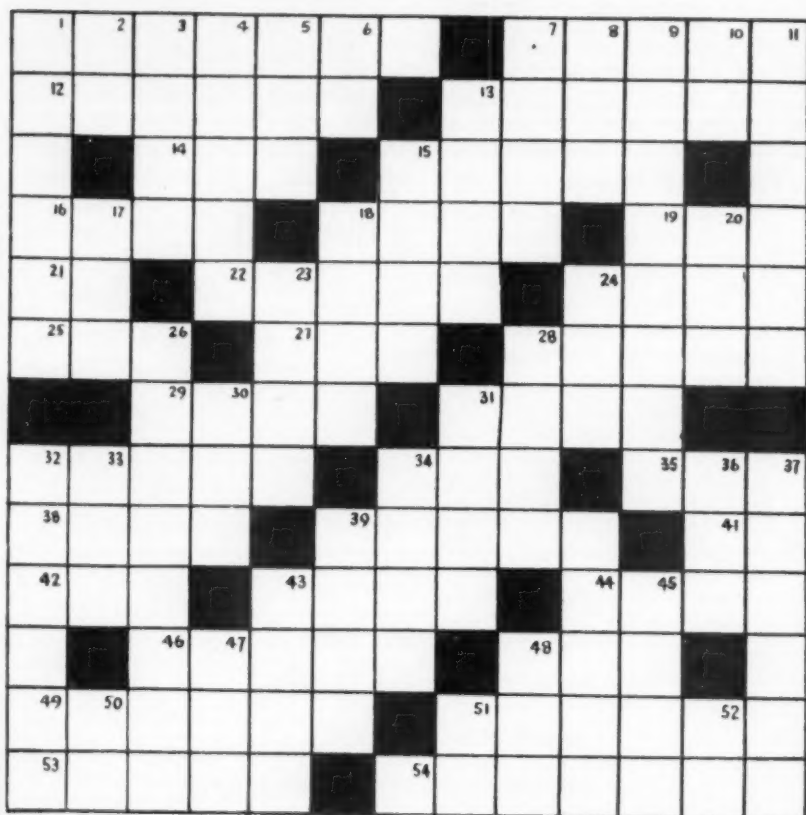
ADELAIDE MOTORS LTD.

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P.O. BOX 166

NEWFOUNDLAND CROSSWORD

by TOM OSBORNE



CLUES DOWN

- 1 What the Royal Commission on the High Cost of Living does to retail stocks
- 2 Printer's yardstick
- 3 La town nearest Cape St. John
- 4 Kind of bait supply which seriously affects the fishery
- 5 Long time
- 6 Long Reach (abbr.)
- 7 Dope
- 8 Arrogant Responsible League (abbr.)
- 9 The Tourist Board reports that there have been many more since Confederation

- 10 That is
- 11 This African fly is worse than the nipper
- 13 Kind of herring most often filleted
- 15 This is behind every good dog-team
- 17 It's all around Newfoundland but not Labrador
- 18 All messengers have been this at some time or other
- 20 Loin steak, K.C.B.
- 23 Monday's bunting (Colloq.)
- 24 Girl's name
- 26 One in the closet in the spring saves nine stitches in the fall
- 28 Kind of potatoes far-

- mers are all cut up about in the spring
- 30 Beer and seals are often delivered to Newfoundlanders on this
- 31 Kind of ranting, roaring Newfoundlander
- 32 Hurt
- 33 I see you
- 34 Rheumatics, bellyache, etc.
- 36 Underprivileged University Undergraduates (abbr.)
- 37 What the men in the penitentiary are going through
- 39 Because of the absence of snakes Newfoundland would have been a better place for it

- 40 Try to write a composition
- 43 Mental flashbulb
- 44 Owner of a popular Newfoundland boat
- 47 This tangles up the lives of many poor fish
- 48 Greek letter with an appetite
- 50 That is to say (abbr.)
- 51 Sandy Lake (abbr.)
- 52 Oral punctuation

CLUES ACROSS


- 1 What Newfoundlanders go down to the sea in
- 7 Lifeboat holdup
- 12 This was a heavy let-down for Calpin
- 13 Where fishermen on the Banks fish from
- 14 Electrocuted atom
- 15 Contributes to the cost of living
- 16 Employer
- 18 A strip under the bed-spring
- 19 Follower of an ism
- 21 You should get this one with EE's
- 22 Soft woolen fabric
- 24 Polite answer to 'taint (two words)
- 25 Old rum with a new price
- 27 Conjunctive abbreviation used in connection with large Newfoundland paper company
- 28 Unmusical accompaniment for Grandpop's snooze
- 29 'Ow hold fellows like 'Arry 'Awkins lift
- 31 Trademark of the kid with the rip in his pants

- 32 Any old salt will tell you that a half this is better than none
- 34 Dander
- 35 Product of a soap flake
- 38 Pain in the neck or elsewhere
- 39 What bank-robbers and safe-crackers on the West Coast do to policemen
- 41 Use phonetically
- 42 The people of Ferryland district really get Browned off if you do this to them the wrong way

- 43 Kind of hands the Devil puts to work
- 44 A politician's reference to an opposing candidate
- 46 The Long Range Mountains of South America
- 48 Yalpme
- 49 I lean toward this girl
- 51 Posts left by surveyors with no appetite
- 53 Bennett's Island at the mouth of the Upper Humber River is one
- 54 Six men on St. Bon's hockey team

**The Solution
to this Puzzle
will be found
in this space
next month**

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GUARDIAN of the Home



FOLK SONGS AND YARNS

(Continued from page 50)

the word "snoff". I remember mother saying as she lit the coal-oil lamp: "That wick ought to be snoffed" (trimmed). There is a story apropos of the word "snoff" that I like. A young clergyman in an outport preached his first sermon from the text: "I am the light of the world". He was anxious to make a good impression. Frequently during the discourse he'd repeat the text. After the service he came down to the door and shook hands with his new parishioners. The last one was an old lady. "Well ma'am, and how did you like the sermon?" "Ah, my son," was the reply, "if thee be the light of the world, thee ought to be snoffed."

GOOD FOOD FOR GOOD HEALTH

(Continued from page 70)

And What to Serve with this Dish?

Vegetables of any kind, not forgetting the homely but useful potato; and not forgetting also that the **best** potato goes to dinner in his jacket. The excellent health-giving substances packed underneath that brown skin must not be allowed to escape. And besides, he goes to dinner in style that way!

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**Newfoundland Stamp Pictures
Famous English College**

FOUNDED in 1440 by Henry VI, Eton College is the largest of ancient English public schools. Kings, potentates, prime ministers, patricians, leaders of British thought and enterprise are proud to be numbered among the illustrious sons of Eton. This famous seat of learning has long been a household word throughout the Empire, and so eager are old Etonians to send their sons to this ancient school that many register them at birth.

Sir Humphrey Gilbert, sent by Queen Elizabeth in 1683 to take formal possession of Newfoundland, became a scholar at Eton in 1551. This fact was deemed of sufficient interest and importance to include a picture of the school on one of the stamps issued by Newfoundland in 1933 to commemorate the annexation of the island by Gilbert 250 years previously. Others of the Gilbert stamps depict Compton Castle, Devon, the old home of the Gilbert family; "The Token", a gift from Queen Elizabeth on the eve of Sir Humphrey's departure; Sir Humphrey's statue which stands over the south porch of Truro Cathedral, in Devonshire, pictorial stamps which indicate that the explorer was a member of a fine West Country family, and that his exploits were fittingly commem-

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The original foundation of Eton was for 25 poor and indigent scholars and the same number of poor men, or bedsmen. As time went on the number of scholars increased to more than 1,000, and few if any were the sons of poor parents, as the annual fees were high. Indeed, the top hats and distinctive apparel of Etonians were long associated with snobbery and privilege by the masses, a reproach less and less deserved in recent years, during which Eton and other large private schools have become increasingly democratic. Whatever may be said for and against these ancient institutions of learning, there can be little question that they turned out a great proportion of empire builders and leaders, many of whom laid down their lives in extending Britain's overseas domain. Typical of these was Sir Humphrey Gilbert, who was lost with his ship while sailing back from Newfoundland. This incident is commemorated on a stamp which pictures Sir Humphrey sitting aft in his frigate "Squirrel" during the storm that took his life.

The Duke of Wellington's famous remark that "the Battle of Waterloo was won on the playing fields of Eton," might apply equally to the playing fields of countless other schools throughout the Empire, inasmuch as they have developed through sports and games successive generations of youth whose qualities of mind and body made them natural leaders in the grimmer game of war.

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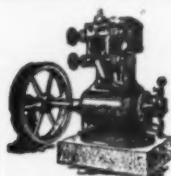
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Recent Commemorative Stamp

Issued in 1943, a large New-
foundland stamp depicts the
Memorial University College, at
St. John's. Opened in 1925, this
institution dedicated to higher
learning, is a permanent memorial
to Newfoundlanders who served
in World War 1. This seat of
learning and those whom it com-
memorates are alike worthily
brought to mind by the hand-
some pictorial stamp, released a
few years ago.

Schools and colleges form the
subjects of but two Newfound-
land stamps, but this is two more
than appear in Canadian stamps.
In checking over the designs of
Canadian stamps, the writer came
upon none that pictured any in-
stitution of learning, unless the
Library of Parliament might be
deemed such, a thought that lends
itself to whimsical or ironic com-
ment on the part of the not few
citizens and journalists who de-
light in aiming barbs of satire at
their elected representatives.

If the pictorial stamps of Canada
seem to reflect the history and
industrial progress of the Domin-
ion rather than its academic
attainments, it is not because
these form an insignificant part of
the national life. The various
Canadian universities have a tre-
mendous record of achievement,
far greater than might be expect-
ed in a young and relatively un-
developed country. In the field of
medicine Canadian universities
sent out such men as Sir William
Osler, Barker and Cullen, each of
whom became head of Johns
Hopkins, at Baltimore, and Sir
Frederick Banting, famed dis-
coverer of insulin.



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Always write a return address on the upper left corner of envelopes and parcels.

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Be sure to use the correct amount of postage. If you are in doubt, always have your letter or parcel weighed because the recipient must pay double the deficient postage. This is especially important on overseas air mail.

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Facts about our Forest Wealth



THE HAUL-OFF

IT IS usually very difficult to get a good photograph of a hauling job in winter, especially after a recent snowfall when everything is white. However, it's not the photograph, it's the job that counts. Gathering the huge harvest of pulpwood and delivering it to the mill for making into paper is a tremendous undertaking, and requires many men and much equipment—it is work for a lot of people. Here we see the wood started on the first leg of its journey—from the yards to the stream. Horses, tractors, trucks, arches, all have their place in this phase of logging, and from January to March the forests echo to the cry of the shouting teamsters, or the hum of diesel engines. This is the haul-off.



Waters